The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8323 | 宣統二年八月十八號 | WEDNESDAY, SEPTEMBER 21, 1910. | 禮拜三 | 香港英九月廿一號 | $36 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
Sterling £1,500,000 at 2/- = $15,000,000
Silver $16,000,000
———— $31,000,000
RESERVE LIABILITY OF PROP'TORS. $15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
Robert Shewan, Esq.—Deputy Chairman.
F. H. Armstrong, Esq. | S. A. Levy, Esq.
Andrew Forbes, Esq. | F. Lieb, Esq.
G. Friesland, Esq. | G. H. Medhurst, Esq.
Hon. Mr. Henry Keswick | E. Shellim, Esq.
C. R. Lenzmann, Esq. | H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

N. J. STABB,
Acting Chief Manager.

Hongkong, 25th August, 1910. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " —3½ "
" " " 3 " —2½ "

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [22

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .... Yen 24,000,000
RESERVE FUNDS .... " 16,250,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .... 4% p.a.
" 6 " .... 3½% "
" 3 " .... 2½% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 11th March, 1910. [28

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 22nd March, 1910. [8

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .... Gold $3,250,000
RESERVE FUND .... Gold $3,250,000
Gold $6,500,000
(about £1,300,000.)

HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
For 3 " 3 " "

N. S. MARSHALL,
Manager.
No. 9, Queen's Road Centre.

Hongkong, 17th August, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yune Sn, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force $37,855,885.00
Assets 8,415,750.00
Income for Year 1,566,550.00
Insurance Fund 8,216,813.00

LEFFERTS KNOX, Esq., District Manager,
B. W. TAPE, Esq. District Secretary. } Hongkong, Canton, Macao and the Philippines.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.

Hongkong, 26th July, 1910. [810

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now Luxuriously Furnished and Up-to-date in every respect. Situated in the most central position. Large and Airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Trocadero), leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo.

Telephone No. 207.
Telegraphic Address "Comfort" Hongkong.

Hongkong, 1st September, 1910. [576

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	CANDIA, Capt. W. R. Hickey	10 P.M., 21st Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN, Capt. C. R. Langdon, R.N.R.	About 24th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI, Capt. G. W. Gordon, R.N.R.	Noon, 1st Oct.	*See Special Advertisement.*
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SYRIA, Capt. D. C. Gregor, R.N.R.	About 5th Oct.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

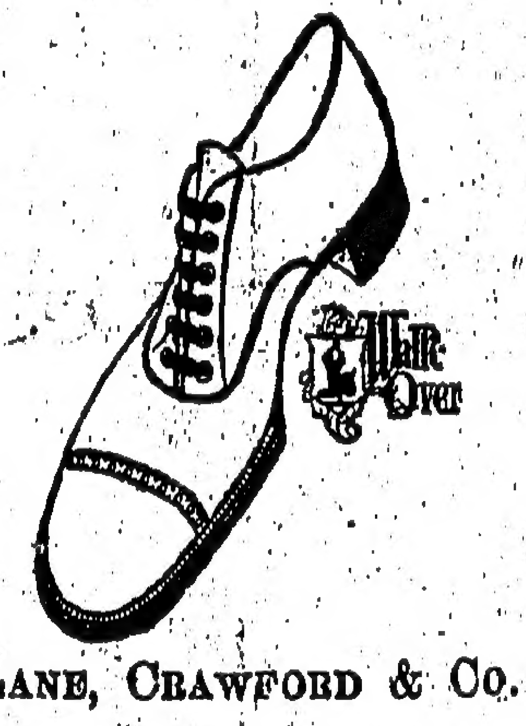
P. & O. S. N. Co.'s Office,
Hongkong, 21st September, 1910. [4

Intimations.

WALK OVER SHOES

NEW STOCK OF TAN SHOES

NEWEST SHAPES.



LANE, CRAWFORD & CO.
HONGKONG.

KUPPERS PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

Telephone No. 75.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants.

Hongkong, 14th September, 1910. [33

Hotels.

TRY WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [477

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1910. [9

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:
MONDAY, 19th September.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
TUESDAY, 20th September.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
WEDNESDAY, 21st September.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
THURSDAY, 22nd September.	
7.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
FRIDAY, 23rd September.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
SATURDAY, 24th September.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
	5.15 P.M. KINSHAN
SUNDAY, 25th September.	
10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,265 Tons and "SUI-AN," 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 3 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 25TH SEPTEMBER, 1910.
The Company's Steamship
"HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M. and return from Macao at 5 P.M.
FARES:
1st Class Return $4, Single $2. 2nd Class Return $1.50, Single 75 cts.
N.B.—There will be no morning steamer from Macao or afternoon steamer from Hongkong on the above date.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 6 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [3

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager.

Hongkong, 5th February, 1909. [25

ASTOR HOUSE

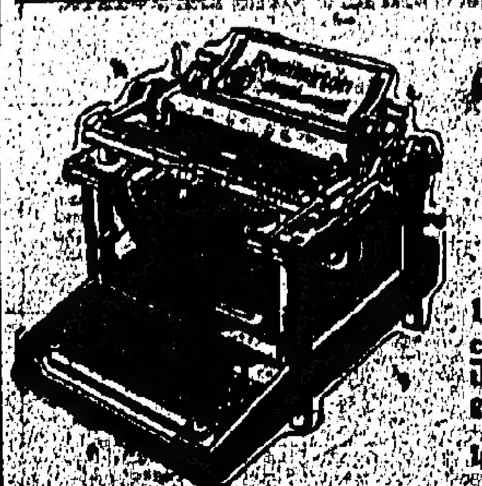
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables. Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor. | N. BLUMENTHAL, Manager.

Telephone, 192. Telegrams "Astor." [44



THE "REMINGTON" TYPEWRITER

is not the cheapest when purchased, but it is the cheapest in the long run as is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognized leader among writing machines.
It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, ... which are on the market just now. They are offered ... new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON ...

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY, and MELBOURNE	"COBLENZ" Capt. H. Raegener (T. 6,750)	SATURDAY, 8th Oct., Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st September, 1910. [17

Intimations.

廣 豐 源

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.
Inspection Invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 10th January, 1910. [417

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES

Hongkong, 9th March, 1909. [10

CHEONG HING

HAS ALWAYS ON HAND
A LARGE ASSORTMENT OF
CURIOS, PORCELAIN, JADESTONE
AND
SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 11th July, 1910. [477

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully executed.

Hongkong, 6th September, 1909. [45

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developements and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste or overstrain of modern life. Sleeplessness, tremblings, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden startings, dimness of sight, defective hearing, loss of memory, inability to perform the various duties of life, or to enjoy its pleasures, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, painful periods, backache, bearing down sensations, nervous headache, wasting disease, night sweats, and all other phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, involuntary losses, &c., restores the failing energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease wheresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings [illegible] joints, discharges, secondary symptoms, eczema, [illegible], psoriasis, bad legs, bad [illegible] abscesses, ulcers, [illegible] [illegible] improves the general health, and quickly [illegible] [illegible] often the precursor of [illegible].

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (generally their own manufacture) for the sake of extra profit. Price in England, 1/9. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon in white letters on a red ground, by direction of His Majesty's Hon. Commissioners [illegible] registered Trade Mark "VETARZO." Legal proceedings will be taken against persons pirating [illegible].

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and efficient means of self-cure ever discovered for nervous exhaustion, depression of spirits, want of zest and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, &c., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order [illegible] from [illegible] Co., [illegible], London, or of Agents for above medicines. [illegible]

Agents for India—THACKER AND CO., LTD., BOMBAY, BYCULLA, and POONA.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length ......515 ft.	Docking Length......376 ft.	Docking Length......482 ft.
Width of Entrance ...... 80 ,,	Width of Entrance...... 50 ,,	Width of Entrance...... 63 ,,
Water on Blocks ...... 28 ,,	Water on Blocks ...... 26 ,,	Water on Blocks...... 27.5 ,,

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tail shafts all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1905. [11

FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost $165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES,

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

51, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th August, 1910. [65

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Rohilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at S. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. [591

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.
1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.
GODOWNS, 151 to 155, PRAYA EAST.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
A HOUSE in WONG-NEI-CHONG ROAD.
OFFICES in YORK BUILDING.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.
SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.
Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th September, 1910. [59

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ONE GODOWN in MASONS LANE.
Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910. [63

TO LET.

GODOWN No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD

Hongkong, 1st July, 1910. [61

THERAPION MAY NOW ALSO BE OBTAINED DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE. THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, scurvy, pimples, spots, blotches, pain and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for exhaustion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9 per package. In ordering, state which of the three numbers is required and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners and without which it is a forgery.

Sold by all Chemists.

HEROISM AT SEA.

ENGLISH SAILOR SAVES CREW OF WRECKED SHIP.

REWARDED BY NORWEGIAN GOVERNMENT.

The annals of the sea rich, as they are, can surely furnish few examples of such sustained and intrepid courage as that for which Edward G. Fox, a British seaman, was recently honoured by the Norwegian Government. The story of his gallantry is told in the *Daily Telegraph*. Fox, who is a native of Harwich, was for some years employed in the Australian coasting trade. Being anxious to get back to the continent, he left the steamer of which he was boatswain at Archangel, in the White Sea, and shipped as an able seaman on the Norwegian barque Svaerdstad, bound for Australia with a cargo of lumber. In all there were seventeen souls on board the Norwegian barque, one of them the captain's daughter, some 17 or 18 years of age. Apparently Fox was the only Englishman on the vessel, which sailed from Archangel on September 22 of last year.

Her voyage was destined to be a brief one. Winter was already setting in in the White Sea. Gales and snowstorms abounded, and the miseries associated with bad weather in the Arctic region were experienced to the full. In the course of a snow squall the barque ran upon a rock, and immediately broke into three pieces. The forepart sank at once. The midship section, filled with lumber, floated clear. The poop remained fast upon the rock, but liable at any moment to slip off into deep water, and perhaps carry the whole crew to destruction. It was in these circumstances that Fox showed himself a man of extraordinary courage and resource.

CARRIES CREW TO SAFETY.

Believing that safety lay in reaching the midship section of the vessel at all costs, Fox sprang on to it from the poop before it had been carried too far. A Norwegian seaman, who followed him, was less successful, and fell into the sea. Fox at once threw off his oilskins and plunged in to save him, but the man was never seen again. Next this lionhearted Englishman set to work to make a raft from the lumber. This he launched, and, getting it near to the poop, invited the captain to jump in and get hold of it. The captain declined; whereupon Fox threw him into the water, and then pushed and pulled him and several others of the crew into safety.

This gallant British sailor then gave his attention to the captain's daughter who had been asleep when the catastrophe occurred, and had been compelled to come on deck clad only in her nightdress. Taking her on his back, Fox plunged into the sea, and by the help of the raft got her on to the midship portion of the barque. Then divesting himself of his oilskins and some other portions of his clothing, he gave them to the shivering girl. Returning for rest, Fox found a man over the side, almost exhausted. With this man on his back Fox swam about for some time before he could get his burden hoisted on the poop. By this, fortunately, the midship portion of the barque had drifted under the lee of the poop, and all the rest of the crew were somehow got on board it. There they remained during the night, still uncertain of the fate which awaited them, but heartened by the indomitable leadership of the English sailor.

ON A DESOLATE SHORE.

Next day all hands were set to work to make a raft which should carry them ashore. In wild weather they quitted the midship section of the barque which had served them so well. When near land, huge breakers capsized the raft, but all got safe ashore, Fox again distinguishing himself by taking charge of the captain's daughter and swimming with her on his back. Their troubles, it may be supposed, were at an end. As a matter of fact however they were only beginning. The shore on which they had landed was desolate and uninhabited. They came upon a little church, around which gravestones were dotted, but there was no sign of humanity. Wet and miserable, they wandered about living on such berries as they could find.

On the third day the poop of the barque, which had evidently slipped off the rock, was seen floating out at sea. Fox from the wreckage and lumber drifting along the shore made a raft, and set out on it to obtain food and clothing. His shipmates refused to share his task, so, wet through and hungry though he was, he went alone and unaided. He managed to get some provisions from the poop and was lucky enough to get back to the shore again, but only after a stiff fight with another gale. The food he brought in some degree cheered his companions, who for another week were destined to wander unaided in a sterile and apparently uninhabited land.

SIGNALS OF DISTRESS.

One day, from the crest of a hill, the castaways sighted a steamer. In the hope of attracting attention, they hoisted shirts on long staffs which they procured, and waved them vigorously. Their signals were seen, and the steamer, which proved to be the *Nandalska*, of Archangel, sent a boat ashore. All the shipwrecked men were taken on board and shortly afterwards were landed at Kioda.

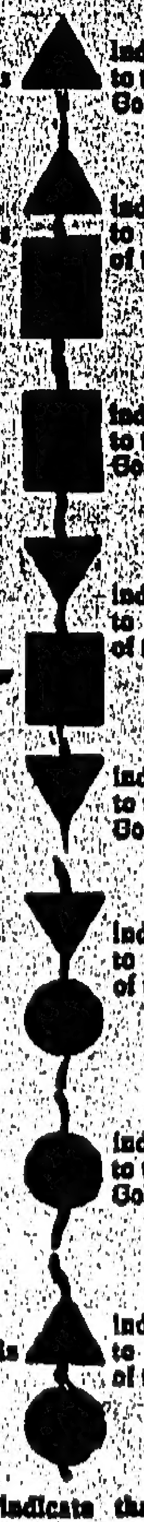
Here, however, they were without means of communicating with the outside world. One of the men, by walking for four days, ultimately reached a place where he could telegraph to the Norwegian Consul at Archangel. In the result a Norwegian steamer took the castaways to Tromsoe, where the captain and his daughter left them after vainly trying to induce Fox to spend Christmas with them. What the captain thought of this British sailor is expressed in his own significant words, Fox saved us all.

Fox came back to England, having worked his passage in the stokehold of a steamer bound for London. Here he landed a destitute and ragged hero—a man of a million, unknown and unrecognised. Fortunately he was able, at the Sailors Home in Wall-street, E., to get a new rig out and was also provided with a little money. Then he was sent to West Hartlepool, where he joined the steamer *Wooler* as boatswain. This week he was back again in London for the purpose of being presented with a silver medal and diploma on behalf of the Norwegian Government, whose attention had been called to Fox's extraordinary gallantry.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Signal No.		
1.	A CONE point upwards	indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	indicates a Typhoon to the South-West of the Colony.
7.	A BALL	indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sam Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Tai Tam Kok.
	Tai Po.

This will indicate that there is a Typhoon somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

[illegible]

Intimation.

Wm. Powell, Ld.,

GENTLEMEN'S OUTFITTERS

. NEW GOODS .

SOFT DRESS-SHIRTS - - - -

VERY LIGHT WEIGHT PERFECT FITTING.

NEW . . . . . .

CELLNETT . . .

UNDERWEAR . .

COOL SAFE DURABLE.

. . BATH . .

. ROBES .

LARGE ASSORTMENT.

- NECKWEAR -

Exclusive Designs Specially Selected.

ART SHADES IN CRÊPE DE CHINE IRISH POPLIN, ETC.

EVERYTHING FOR GENT'S WEAR.

WM. POWELL, LTD.

28, Queen's Road (Opposite Clock Tower.)

Hongkong, [illegible] August, 1910. [illegible]

Public Company.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices, TO-MORROW, the 22th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 16th September, 1910. [182

Intimations.

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY and SATURDAY, 22nd, 23rd and 24th September, 1910.

COMMENCING at 5 P.M. on THURSDAY and FRIDAY and 4 P.M. on SATURDAY.

Admission:—Non-members $1 each day. Ladies (admitted on Saturday only) 50 cents.

Hongkong, 17th September, 1910. [602

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ....$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application)

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908 [41

SAVE YOUR HEALTH in drinking the cheapest and most agreeable Table Mineral Water "COUZAN GATIER" approved by the French Faculty of Medicine.

Large Bottles	$2.30
Dozen	3.25
Case 50 Bottles	11.50
" 60 "	13.20

SOLE AGENTS: "FRENCH STORE."

Hongkong, 18th July, 1910. [47

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 458

HUNG ON & CO., SHOW ROOM AND STORE at the Premises formerly occupied by A. CHEE & Co., 17A QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413

For Sale.

FOR SALE AT GRACA & CO. 37, DES VOEUX ROAD

ASIATIC POSTAGE STAMPS and VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums. Postage Stamps Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes. Tweezers, Magnifying Glasses, Perforation Gauges. Novels. Books for parlour and household use. Toy Books for Children. Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds. Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.

Inspection invited.

Hongkong, 13th January, 1910. [55

LEE YEE, HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

15, D'AGUILAR STREET, HONGKONG.

Hongkong, 3rd September, 1910. [59

ACROSS SIBERIA FOR £10.

After having made the journey across Siberia four times by the more usual means provided by the Wagons Lits and the Russian State Express trains, I determined on the fifth occasion to try the ordinary train from Moscow to Harbin. There are five kinds of trains that cross Siberia, the *courierskipoiezd* or Express (Russian State train), the *skoripoiezd* which "scurries" but does not express, the *passajirskipoiezd* or ordinary train (the one for my money), the *potchtovoi*, or post-train, and the *tovarnopassajirski*, which is a "mixed" train, carrying goods and passengers, and is very slow indeed.

The *passajirski* trains will bring you from Moscow to Harbin in about thirteen days, not more, whereas the express takes eight to nine days. In addition to these trains, there is of course the International once a week. The Russian State express leaves twice a week.

I paid, at the Moscow end, (Kounk station) Rs. 89.60, II Class, for my ticket to Harbin. In addition, I paid Rs. 1.50 twice for my seat (*platskarta*) at Cheliabinsk and at Irkutsk; a total of Rs. 92.60, or less than £10, at an exchange of 9.40 to the £. I changed a "tenner" at Moscow for the purpose. My food, drinks, tips, etc., on the trip of thirteen days came to less than forty roubles, and three roubles per diem is ample for food, drinks, and as many vodka and zakouska as one can manage. The above is inclusive of excellent meals at hotels in Cheliabinsk and Irkutsk, at which places I stayed the best part of two days, included in the thirteen days' trip. I carried my own *chainik* or tea-kettle, my tea and sugar etc., as we all did, and we bought our food at the stations and ate frequently at the buffets *en route*. I had a couple of good travelling rugs, and an indiarubber air-pillow. My other impediments were a week-end bag, a basket for my eatables, etc., and my correspondence case; four very small pieces of luggage. There is a tradition on the trains that one may carry ten pieces; certainly most people do! My itinerary is as follows:—

August 22. Left Moscow 3.15 p.m.

" 26. Arrived Cheliabinsk 6 a.m. Spent the day in the town.

" 31. Arrived Irkutsk 8 a.m. left 9 p.m. Spent the day in the city.

Sept. 4. Arrived Harbin 8 a.m.

We had four *peresadki* or changes, viz Tula, Cheliabinsk, Irkutsk, and Manchuria. The train by which I left Moscow is known as No. VI. on no account must one take No. IV. which is a post-train and slower. There is a "direct-wagon" from Moscow to Tula on this train, which leaves Moscow daily. The "ordinary" trains throughout are numbered VI. The Russian Railway Station arrangements strike me as excellent. The porters are excellent fellows, rapidly boarding the trains, collecting the baggage, and when asked buying one's ticket. Leave everything to your *nossilshik* at the customs' examinations, give him your keys, but take his number (from the brass-ticket on his arm), and give him a tip varying from 20 to 30 kopecks, 50 kopecks if you have a lot of luggage, and you will find him good as gold. The three bells system, one for arrival, two for warning of departure, and three for departure, and the slow moving out of the station, all reassure the passenger; the announcement also in the railway buffet. But then one always meets with good companions, who will help one. As to the buffets, anyone who has tasted of the delights of *selianka* or *sterlets*, chosen a delectable *zakouska* and swallowed a *vodka*, can testify to the food.

The bookstalls also, with picture postcards, at many stations, the "Daily Mail" and "Daily News," and always the Tauchnitz novels, and with twenty-six Russian and foreign papers on sale, French and Russian novels (good and bad) guide-books, periodicals, etc.; these are excellent. The *chelovek* is always smart and brings one a meal along in quick time; give him his ten per cent tip, he is worth it. Hot water, sometimes free, at others costing two to three kopecks a kettle-ful, is always ready in the *samovar*. Outside most buffets is the "market," where excellent cheese, butter, bread, milk, eggs, (cooked or otherwise), chickens (cooked), cakes, etc., can be bought at very reasonable prices, and at this season fruits of all kinds.

From the Russian officer, who spent hours with me teaching me Russian, to the young student of the Commercial School at Ufa, who shared his meal with me and chattered in German as ungrammatical as my own, all my fellow-passengers were kindness itself. The Russian colonel's wife, her son—captain of a Cossack regiment—the medical student from St. Petersburg, the jolly young lieutenants with whom I travelled from Moscow to Tula and who saw me off for Cheliabinsk, the Polish lady-teachers returning to Vladivostok from furlough, the *gouvernante* and her young charge (a charming little fellow of twelve), even the idiot who was being taken from Moscow to his friends at Chita, all were interesting, and all friendly to the *Anglichanin*.

For we English are very popular in Russia, despite our former mistakes. I have a sheaf of visiting-cards, and a good collection of photographs, to remind me, if that were necessary, of my recent trip across Siberia.

On the train I met only two people who spoke English and they were with us for but a little time; one was a German-Russian travelling for the Russian Vacuum Oil Co., the other a lady-teacher at the Chita Commercial School. German and French of sorts sufficed me throughout my trip, especially German. Yiddish, had I known it, might have stood me in excellent stead, for Russia is full of the chosen people and our train had very many of them, and mostly Siberian Jews, who are of the better sort.

As to the half a hundred kind of people that one meets in Russia and Siberia, the various subjects of the great white Tsar, I must give them by [illegible] they are of intense interest; Bashkirs, Cossack, Circassians, etc. The emigrant trains with their packed wagons, forty-three in a wagon half the size of ours (holding twenty-four), containing the *moujik* with his long ed, tousled head and beard, red shirt, and top-boots and with scores of children; the mosquito-infested district where the people constantly, at this season, wear mosquito-veils; the picturesque Mongols and equally picturesque Chinese in the Manchurian portion of the trip; the cardsharpers who lifted a few hundred roubles from some of my fellow-passengers at Russian "banker," I could write of all these at length.

Finally, as to railway-travel and conditions in Russia, let me say there is no country that presents at the price such comforts and such ideal conditions as those afforded in Russian Europe and Asia. As to cost of travel, the Russian "Bradshaw" ("The Official Railway Ukase") sold at any station for 85 kopecks, gives all particulars. I had learnt the Russian alphabet and managed, with a little help, to read my "Bradshaw." The cost for a distance similar to that I have just travelled, but in Russia-proper, would be Rs. 64.50 against Rs. 89.60 in Russia and Siberia. The distance from Moscow to Harbin is 7,408 versts. From Moscow to Manchuria (the station, I mean) is 6,531 versts and would cost Rs. 57.10. For the same distance (7,408 versts) IIIrd. Class, the cost would be Rs. 43, or for Class IV. Rs. 21-50. The cost of my ticket works out therefore at about 1/5 kopecks a verst, or 1 4-5 kopecks (about a half penny) an English mile. Can any other country offer such terms?

As to conditions they are comfortable. No one would wish to travel third, but it is not impossible. I spent a good many hours there listening to the playing of the insufferable *balalaik* and the singing of folksongs. The worst feature is the close atmosphere and the characteristic Russian odour, once smelt ever remembered. It reminds one of Macaulay's famous "dropping pearls and vermin," spoken of the Russian grandees.

As to safety, you are as safe on the trains and stations as in England. And as to language, ah, there's the rub! But still, as to mere getting through, a very elementary vocabulary, good common sense and friendliness will see you all right. But German and French is so useful, and so much more interest may be derived from your fellow-passengers.

A knowledge about equal to that of the famous Saracen maiden who came, long years ago, to London on a trip, will almost see you through.

Finally, let me agree with Mr. Barrett of "The Financier and Bullionist," who says, in "Russia's New Era," "The Russian's faith in humanity is great; he is a good-natured, whole-hearted, sincere and honest fellow, and he believes every man is honest until he finds him out otherwise. Present-day cant and hypocrisy have not yet impregnated the Russian's heart."

—*N. C. D. News.*

SAVAGES' "WHITE KING."

ADVENTURES IN AFRICA.

The African explorer, John Boyes, who left his native city of Hull eight years ago, has just returned. He told a newspaper correspondent that while on an 18 months' big game shoot in the Congo Free State he met Mr. Roosevelt, who asked him where he could find white rhinoceros. Mr. Boyes told Mr. Roosevelt the only place where these could be found, and Mr. Roosevelt afterwards shot eight animals.

Starting at 13 years of age by leaving Hull to go to sea, Mr. Boyes went to Africa for the first time in 1896, and went through the Matabele campaign. Later he was made king over a tribe of savages called the Kikuros, and resigned his regal position because of difficulties with the British Government.

In 1902 he came back to England for a short time, and then returned to British East Africa and travelled 2,200 miles over desert country between Abyssinia and British East Africa, suffering considerable privations through the lack of water. He states that he is the second white man to cross this region, the first being Lord Delamore.

Mr. Boyes states that his best shooting performance was when he killed two elephants one after the other with two shots from a double-barrelled gun. He believes he is the first man to have done this.

Intimations

G. R.

TENDERS.

TENDERS are invited for the SUPPLY of TIMBER, TIMBER MATERIALS, and SPARS to H.M. Naval Yard for one year from 1st November next.

Forms of Tender may be obtained on application to the Naval Store Office.

The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.

EDGAR WATTS, Naval Store Officer.

Hongkong, 10th September, 1910. [595

CRICKET CLUB CONCERT.

TICKET HOLDERS for the Cricket Club Concert are notified that instead of the Murray Road Entrance being utilised, the two entrances to Jackson Road (City Hall corner and Hongkong Club corner) will be opened.

Hongkong, 16th September, 1910. [601

HONGKONG VOLUNTEER RESERVES.

A CORPS of RESERVES is being enrolled under the Volunteer Reserve Ordinance 1910. All British subjects being Ex-Service men (including Volunteers) and Civilians wishing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible.

A. JENKINS, Hon. Secretary.

King's Building.

Hongkong, [illegible] September, 1910. [603

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th Sept. 1910, 100 cts. per 3 Mex

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	20
" Corned—Ham Ngau Yuk "	22
" Roast—Shiu "	22
" Breast—Ngau Lam "	15
" Soup, Tong Yuk "	20
" Steak—Ngau Yuk Pa "	22
" " Sirloin—Ngau Lau "	30
" Sausages—Ngau Yuk Cheung "	26
Bullock's Brains— " Knew ...... per set	9
" Tongue fresh—Ngau Li ...... each	50
" " corned—Ham Ngau Li "	60
" Head—Ngau Tau "	85
" Heart—Ngau Sum ...... per lb	12
" Hump, Salt—Ngau Kin "	18
" Feet—Ngau Keok ...... each	8
" Kidneys—Ngau Yiu "	9
Tail—Ngau Mei "	18
" Liver—Ngau Con lb	12
" Tripe (undressed)—Ngau To "	6
Calves' Head and Feet—Ngau-chai-tau-keok ...... set	$1.00
Mutton Chop—Yeung Pai Kwat lb	22
" Leg—Yeung Pei "	22
" Shoulder—Yeung Shan "	20
Pigs' Chitlings—Chi cheong "	22
" Brains—Chi Knew ...... per set	24
" Feet—Chi Keok "	12
" Fry—Chi Chak "	25
" Head—Chi Tau "	15
" Heart—Chi Sum ...... each	13
" Kidneys—Chi Yiu ...... pair	9
" Liver—Chi Kon lb	30
Pork, Chop—Chi Pai Kwat "	20
" Corned—Ham Chu Yuk	—
" Leg—Chu Pai "	24
" Fat or Lard—Chu Yau "	15
Sheep's Head and Feet—Yeung Tau Keok ...... set	50
" Heart—Yeung Sum ...... each	6
" Kidneys—Yeung Yiu "	9
" Liver—Yeung Con lb	24
Sucking Pigs, To Order—Chu Chai "	22
Suet Beef—Sang Ngau Yau "	20
" Mutton—Sang Yeung Yau "	28
Veal—Ngau Chai Yuk "	20
" Sausages—Ngau Chai Yuk Tong "	20

POULTRY.

Chicken—Kai Chai lb	30
Capons, Large, Small—Sin Kai "	33
Ducks—Ap "	20
Doves—Pan Kau ...... each	—
Eggs, Hen—Kai Tan ...... per doz.	24
Fowls, Canton—Kai lb	35
" Hainan—Hoi Nam Kai "	30
Geese—Ngo "	14
Geese, Wild Shanghai—Sheung Hoi Ya Ngo ...... pair	—
Musk Deer—Wong Keng ...... each	—
Hare—Ta Chai "	—
Partridge—Che Khoo "	—
Pheasant—Shan Kai ...... pair	—
Pigeons, Canton—Pak Kup ...... each	30
" Hoihow—Hoihow Pak Kup "	22
Quail—Um-Chun "	25
Rice Birds—Wo Fa Cheuk ...... dozen	—
Snipe—Sa Chui ...... each	24
Turkeys, Cock—Fo Kai Kong ... per lb	65
" Hen— " " Na "	45
Wild Ducks, Shanghai, Sui-ap ...... pair	—
Teal, Shanghai, Sui Ap Chai "	—
Wild Ducks Canton—Sang Shing Sui Ap ...... per pair	—

FISH.

Barbel—Ka Yu lb	10
Bream—Bin Yu "	17
Canton Fresh Water Fish—Hoi Sin Yu "	17
Carp—Li Yu "	13
Catfish—Chik Yu "	11
Codfish—Mun Yu "	37
Crabs—Hai "	12
Cuttle Fish—Muk Yu "	15
Dab—Sa Mang Yu "	17
Dace—Wong Mei Lun "	13
Dog Fish—Tit Ts Sa "	9
Eels, Conger—Hai Man Yu "	17
" Fresh water—Tam Sui Yu "	17
" Yellow—Wong Sin "	23
Frogs—Tien Kai "	32
Garoupa—Sek Pan "	36
Gudgeon—Pak Kup Yu "	13
Herrings—Tse Pak "	20
Halibut—Cheung Kwan Yu "	37
Lakeus—Wong Fa Yu "	20
Loach—Wa Yu "	18
Lobsters—Lung Ha "	50
Mackerel—Chi Yu "	24
Monk Fish—Mon Yu "	[illegible]
Mullet—Chai Yu "	24
Oysters—Sang Hoo "	[illegible]
Parrotfish—Kai Kung Yu "	17
Perch—Ta Loo "	15
Pike—Fa Paw Toong "	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Prawns—[illegible]	[illegible]
Ray—Poi Yu "	[illegible]
Rock Fish—[illegible]	[illegible]
[illegible]	[illegible]
Shark—Sa Yu lb	9
Skate—Po Yu "	11
Shrimps—Ha "	23
Snapper—Lap Yu "	26
Soles—Tui Sa Yu "	28
Tench—Wan Yu "	13
Turbot—Cho How Yu "	24
Turtles, small, fresh water—Keok Yu "	50
White Bait—Ngan Yu Chai "	—

FRUITS.

Almond—Hung Yan lb	25
Apples, (California)—Kam San Ping Ko "	20
" (Chefoo)—Tin Chun Ping Ko "	12
" Small—Hoi Tong "	7
" Custard—Fan Lai Chi ...... each	6
Bananas, fragrant, Canton—Sang Sheung Heung Chiu lb	3
" (brides), Macao—San Heung Chiu "	5
Chestnuts, Chinese—Foong Lut "	20
Carambola—Yeung Tou "	7
Cocoanuts—Yeh Tsz ...... each	10
Grapes—Sin Tai Tsz lb	14
Lemons, China—Ning Moong "	7
" Amoy—Kam San Ning Moong "	[illegible]
Lichees, Small Stone—Lai Chi Con "	—
" Fresh, Lai Chi "	—
Limes, (Saigon)—Sai Kung Ning Moong ...... each	7
Mango, Manila—Lui Sung Mong "	18
Mango, Saigon—Sai Kung Moong "	—
Mangosteens, San Chuk Tsz per doz.	—
Oranges, Tim Chang lb	5
" Small—Tai Kut ...... catty	—
" Mandarin—Tim Kut "	—
Olives—Pak Lam lb	—
Passion Fruit ...... each	—
Pears, (American)—Kam San Shut Li lb	12
" (Canton), Cooking—Sa Li "	7
Peanuts,—Fa Sang "	10
Persimmons, Large,—Hung Chie "	7
Pine-apples, 1st quality—Sheung Poon Ti Paw-law ...... each	12
" 2nd cooking—Chung-tang Paw-law "	—
Plantains—Tai Chiu lb	5
Plums, Swatow—Hung Lai "	—
Pumelo, Siam—Chim Lo Yau ...... each	18
Walnuts, Hop Tou "	28
" Green—Sang Hop Tou "	9
Shanghai Lo Kwat lb	5

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chank lb	10
Beans, (French) Macao—Oh Moon Pin Tau "	24
Beans, (French), Shanghai—Sheung Hoi Pin Tau "	8
Beans, Sprout—Ah Choi "	3
Beans, Long—Tau Kok "	8
Beet Root—Hung Choi Tau ...... each	3
Brinjals, Green—Cheng Yuen Kar "	4
Brinjals, Red—Hung Kar "	4
Bamboo Shoots—Chook Shun "	10
Cabbage, Chinese, com.—Kai Choy "	3
Cabbage, Red—Kai Lan Tau ...... each	—
Cabbage, (Shanghai)—Yeh [illegible] "	8
Cane Shoots, bunch—Kau Shun "	3
Cauliflower, Large size—Tai Yeh Choi Fa ...... each	—
Cauliflower, Medium size—Chung Yeh Choi-fa ...... each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun "	8
Celery, Chinese—Tong Kan Choy "	6
Celery, English—Yeung Kan Choi "	—
Celery, White—Pak Yeung Kan Choi "	—
Chillies, Dried—Con Lat Chiu "	8
" Red—Hung Fa "	8
" Green—Cheng Lat Chiu "	8
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa "	3
Bitter Squash—Fu Kwa "	8
Garlic—Suen Tau "	6
Ginger, young—Sun Tsz Keung "	6
" old—Lo Keung "	4
Horse Radish, Shanghai—Lik Kon lb	20
Indian Corn—Sok Mai ...... piece	4
Lettuce—Yeung Sang Choi ...... each	4
Water Chestnuts—Ma Tai "	[illegible]
" Mandarin—Kwai Lam Ma Tai "	[illegible]
Musk Melon "	[illegible]
Mushrooms, Fresh—Sang Cho Ku "	[illegible]
Onions, Bombay—Yeung Chung Tau "	[illegible]
" Green—Sang Chung "	4
" S'hai—Sheung Hoi Chung Tau "	5
" Japan—Yat Poon "	[illegible]
Okroes—Mo Kar "	[illegible]
Parsley, English—Yeung Uen Sai "	[illegible]
Green Peas—Cheng Tau "	[illegible]
Potatoes, Sweet—Fan Shu "	[illegible]
" Shanghai—Sheung Hoi Shu Tsai "	[illegible]
" Japan—Yat Poon Shu Tsai "	[illegible]
" American—Fa Ki "	[illegible]
" Foochow—Fuk Chau Shu Tsai "	[illegible]
" Macao—Oh Moon "	[illegible]
Pumpkin—Yeung Kwa "	[illegible]
Radish—Hung Lo Pak Tsai "	[illegible]
Rhubarb "	[illegible]
Shalots—Con Chung Tau "	[illegible]
Spinage (Chinese)—Yin Choi "	[illegible]
Spinach—Yin Choi "	[illegible]
[illegible]	[illegible]

Intimation.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OF

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 21, 1910.

TEMPERANCE BY UKASE.

What is the real intention of the Government with regard to the granting of licences to sell wines and spirits "to be consumed on the premises" in this Colony? Is the primary object aimed at no more than the plain target of abolition or prohibition of all consumption of alcohol in public, or is it the reduction and diminution of the revenue derived from the scheme of taxation devised by Sir Frederick Lugard? Perhaps we should not have contrasted these two, as the latter might be viewed as a corollary of the former. Of course, if the Colony is to be committed to a policy of definitely bigotted teetotalism, there is little to be said that has not been said already. We have the cause of temperance, true temperance, too dearly at heart to permit anyone to misunderstand us in this matter. We have repeatedly explained our reasons for our disbelief in the efficacy of a tyrannically enforced teetotalism in reducing the voice of drunkenness. Archbishop Magee, a man of strictly ordered, and almost, in a very unobtrusive way, ascetic life, attached as great importance to the safeguarding of an Englishman's liberty as to the ensuring, or rather procuring, his sobriety. In fact, that prelate insisted on liberty first, sobriety afterwards. This principle of the Archbishop's is that of a great party of wise men in every state, not only in England. We have not the space or the time to discuss it; academic arguments of this kind, if not already familiar to most of our readers from their boyhood, will have become so by the perusal of journals devoted to what we may call a kind of school "extension courses" for men who realize the necessity of judging for themselves, but feel incompetent to do so without some guidance and the assistance afforded by the accumulated knowledge of previous inquirers. We can do no more than emphatically proclaim the faith that is in us. We understood that Sir Frederick Lugard's objects were, briefly these: to derive from the large trade in intoxicants which exists here, as it does in every large and prosperous community, a revenue sufficient to compensate for the gap made by the extinction of the source of financial supply formerly provided by the opium taxation, which used to fall on by far the largest part of the population—the Chinese; and incidentally, while supplying all the monetary necessities of the Colony, to regulate the consumption in public of alcoholic liquors by that class of person, whose conduct ought always to be subject to regulation. The tax on spirits, in fact, might be of assistance to more than the revenue, and might conduce to the preservation of the King's peace, and of law and order and in that as in many other ways, to the cause of temperance. Licensing of restaurants, public houses, etc., naturally was subjected to a course of modification. Had the principle of this modification consistently remained that which we uphold, and have above referred to, all classes of the community would have had cause for gratification. But the policy to be adopted is utterly different, and all attempts to explain it end only in bewilderment. Not the least odd and puzzling of the official conduct of this business has been the sudden chameleon-like changes from secrecy to apparent frankness and from a forbidding and portentous attitude of "you shall know in time, not before," to an almost Trans-Atlantic outspokenness, and even boastful "gush." It is now no secret at all that the Licensing Committee is going to "make things hot" for retailers next November. There are excellent reasons for predicting that the greater hotels will be left in all the enjoyment of present custom and its future increase. There are some so-called "hotels" which are no better than low "boozing kens." If their licences are taken away no public or any worthy private interest will suffer. But even in sweeping away the apparently superfluous "bars," there are many matters to be taken into grave consideration. When the fleet is here, and when there are many Foreign warships in harbour, there are always numbers of sailors, who rightly or wrongly, reasonably or unreasonably, desire to consume more or less, according to each individual temperament, of "strong waters" or malt liquors. We do not think that it would conduce to the public comfort to have all these men, especially at holiday time—say at Christmas—crowded into a few bars and crowding out all other people. Jack Tar, of whatever nationality, is an excellent fellow no doubt, but on shore his excellencies are best seen when distance lends enchantment to the view. Too many of him drunk in one area and too close quarters, is an undesirable phenomenon. Many of us can remember the truly awful condition of this Victoria City last Christmas and Chinese New Year, with firework-mad bluejackets hurling fire crackers all along the streets, and even our own irreproachable "hearts of oak" howling like lost souls up and down the Praya. We do not like the idea of the valiant gentlemen's activity being in future confined to the East end or the centre of Queen's Road. Again, one of the Government is to restrict restaurants to the sale of liquors at "tiffin time" and "dinner"—i.e., to arbitrary hours fixed by the licensing committee. Now we have always been under the impression that the local official policy was the one which is everywhere recognized as the most efficient and most reasonable—viz. the encouragement of houses that catered for man's need of food, and supplied drink as an adjunct only. If these restaurants be restricted to certain hours, what will be the result? Many a hard worked man, whose occupation does not permit him to confine his meal times to the hours considered proper for tiffin and dinner by the Licencing Committee, will be an enforced teetotaler when in an interval in his labour he is able to go to get refreshment. Far more, however, will repair, not to the restaurant with its wholesome meal and its "cup of fair water", but to the nearest bar, where he will satisfy his hunger with beer or stronger liquor, and if the establishment provides it, perhaps a bit of biscuit and cheese or a sandwich. This sort of thing is not healthy for the ordinary decent man, and as we point out, especially for the many men whose work involves unfashionable hours for meals. It will be a capital scheme, however, for the hotel bars,

MILK IN THE TROPICS.

In the Far East, one of the most important factors in our domestic economy is the daily provision of milk, which forms such an essential in our every-day life, especially when infantile demands have to be taken into consideration. We in Hongkong do not require to trouble much about our milk supply, for we have such an excellent Dairy Farm, stocked with herds of cattle of the best Jersey, Australian and American breeds, that we do not have to trouble our heads much about the sources of supply. The Dairy Farm is a treat to visit. The Company leases many acres of acres on the most wholesome side of the Island and its Farm is equipped with every modern appliance that can make the milk supply immune from possible contamination or defect. As compared with other tropical settlements Hongkong occupies a very favourable position, for, in most other Far Eastern places that we know, imported milch cows do not thrive and give but scanty returns from their udders. In Singapore, for instance, hardly any Europeans use anything but tinned milk or bottled milk as the case may be, for the general supply is all imported. We notice that at a recent meeting of the Municipal Council there (somewhat equivalent to our Sanitary Board here), the question of fresh milk supply was fully discussed on the basis of an inquiry that had been instituted by the Sanitary Committee. The President in commenting upon the findings of the Committee said that they had found that "the condition, in which buffaloes for milking purposes were kept, were in some cases indescribably filthy. Buffalo milk was a very rich milk and therefore lent itself to adulteration, and until regulations dealing with all these sources of milk were passed so as to cover the whole island this milk would be a source of danger. The idea was that such buffalo-keepers should be notified and that after January 1912 no more buffaloes for milking purposes, should be allowed to be kept." This resolution was agreed to. Then Dr. Moir of Taiping and Ipoh, who has had many years' experience in the East, appears in the lists in defence of the allowance of the use of buffalo milk. He says:—"To introduce measures prohibiting the sale of buffalo milk because some buffaloes are kept under filthy conditions and because buffalo milk is rich and lends itself to adulteration would in my opinion be a great injustice to those who have invested money in milch buffaloes, and to the large section of the community that cannot afford to pay for cows' milk. After ten years' experience in Taiping, I can see no reason why the milch buffaloes of Singapore should not be kept under equally good sanitary condition as the milch cows are." A very sensible argument. Commenting upon the subject, our Taiping contemporary, the *Perak Pioneer*, says:—"Taiping or Perak may not have much to teach Singapore, but it can at least give it a lesson in cow keeping and milk supplying, and the Singapore Municipality instead of asking the Governor to approve of their drastic and draconic legislation should ask His Excellency's permission to send its sanitary officers to these parts to learn their business. The latter have taken such an absurd and silly view of things that we cannot help but come to the conclusion that they are either inclined to shirk their duty or are unfitted to have a say in the matter." In the Malay States one has either to use tinned milk or buffalo milk. In the outlying parts of our own Colony the same remark applies. Of the dozen, or so, of Chinese dairy-farm shops scattered throughout the City of Victoria their daily supplies are got from native buffaloes. Of course, when that milk is put up for public sale it has to conform to Somerset House standard just as in England, but as Dr. Moir points out, buffalo milk is about 50 per cent. richer than ordinary cows' milk and it can therefore be watered to that extent. As for goats' milk, which is used almost exclusively by our large Indian community of soldiery and civilians, it is said to be even richer in cream fats than buffalo milk, yet Europeans as a rule do not relish it. At any rate, we happen to be acquainted with the case of a young married couple here who were threatened with the loss of their first-born through failure of nutrition and who as a last resort took the advice of an Indian servant and fed the child on goats' milk, with the result that the boy grew fat and hearty and became the pride of them both and of the Indian servitor as well. The whole crux of the milk question appears to be that we have just got to do as things will do with us. In the last number of *Tropical Life*, there is discussed the question of "Handling of Milk in the Tropics," and the Editor concludes that it is often best to use condensed milk in these latitudes for certain reasons, among which he specifies the following:—That if a reliable brand of condensed milk is used the tropical consumer is able, whether in the city or away up-country, to obtain, as near as possible, the equivalent of fresh milk, put up under hygienic conditions, and kept free from foreign matter; condensed milk is especially suited for estate use and isolated centres, where fresh milk is either unobtainable or extremely doubtful in quality; until opened and in use condensed milk cannot be contaminated by porters or milk sellers (in Egypt a woman was fined for washing or cooling her hands in the milk she was selling); it makes good ice-creams for young people, and can be made up in numberless ways as custard, &c., to eat with fruits in the Tropics or elsewhere; being reliable in output it is excellent for babies' food. To a certain extent we agree with the conclusions of *Tropical Life*, but we still think that it would be absurd to do away altogether with the supply of buffalo or goat milk simply because some byres may not be kept strictly in accordance with sanitary regulations. In such case, it is the obvious duty of the local authority to rectify the shortcomings of the few not to condemn the whole.

LOCAL AND GENERAL.

TRONOH pays a dividend of two shillings payable in London on October the first. Labat declares a sixpenny dividend.

THE Bishop of Victoria asks us to state that he will be away from the Colony until October 31st and that in the meantime Archdeacon Barnett has authority to attend to all urgent business for him.

A NEWSPAPER for hungry people, which can be eaten after being read, thus affording nourishment for the body as well as the mind, is published in Paris, and is called The Regal. It is printed with an ink guaranteed non-poisonous, on thin sheets of dough.

A NEW exchange bank, the Eastern Bank, Ltd., has opened in Calcutta. The capital of the Eastern Bank, Ltd., is £1,000,000, of which £400,000 is paid. The head office and board of directors are in London. A branch has been opened in Bombay since last March.

A HAINANESE rubber merchant in the Straits Settlements chartered a steamer to take him home for a visit; he offered free passage to those of his fellow islanders who wished to accompany him, and one report says that so many applied that he was obliged to charter a second steamer.

SIR Henry and Lady Blake had a house party at Myrtle Grove, Youghal, to meet Princess Louise of Schleswig-Holstein, who has arrived in Ireland to pay some visits. The guests included the Duchess of St. Albans, Lady Mary Aldworth, Captain and Mrs. Arbuthnot, and Mr. Fred Lawless.

IN connection with the mercantile proposal to equip our Harbour craft with motors, it is rather interesting to note that about 500 Japanese fishing boats are now equipped with motors. The Government in Tokyo is encouraging the fishermen to adopt this modern improvement, and there are still great numbers of boats there that might be so equipped.

THE Brisbane *Courier* and the *Telegraph* reproduce our account of the heroic rescue at sea of the crew of a large fishing junk in the typhoon of July last by Capt. G. L. Willoughby of the Government tender *Stanley*. Our Australian contemporaries state that Capt. Willoughby was for some time associated with the Port Office in Brisbane.

PRISONER'S ALLEGED MISNOMER.

APPLICATION TO QUASH INDICTMENT.

When the prisoner in the course of a murder trial before the Chief Justice at the Criminal Sessions this morning was being asked to enter his plea, Mr. Alabaster on behalf of the defendant moved that the indictment be quashed on two grounds. The first was that it was not alleged in the indictment that the crime took place near the waters of the Colony.

The Chief Justice said that that was capable of two constructions. An island was part of the Colony. The plain construction of the indictment was that the crime occurred in a place in the waters of the Colony. Hongkong included various little islands.

Mr. Alabaster waived the first objection and proceeded to deal with the second ground on which he moved the motion. The name under which prisoner was indicted was a misnomer. The prisoner was indicted under an entirely wrong name. It was a pure accident, which he believed was admitted by the prosecution. The Crown had in fact gone so far as to call evidence to show that prisoner's name was not Leung Shing. The Crown had accidentally indicted prisoner under his wife's name.

The Attorney-General said he indicted the man under the name under which he was committed. He was going to ask his Lordship to add the name of Cheung Kong Hoi as an *alias* to avoid trouble but his learned friend had anticipated him.

His Lordship—That will hardly meet the objection.

Mr. Alabaster submitted there was no evidence to show that prisoner ever gave the name under which he was indicted.

His Lordship—He has just answered to that name.

Mr. Alabaster—He has been told to do that.

The Attorney-General—He has given that name before.

Mr. Alabaster—There's no evidence to show that.

His Lordship—I'm afraid there'll have to be a separate decision on the point.

Mr. Alabaster—He says it's not his name.

His Lordship—It'll all come out during the trial.

The Attorney-General—I submit my friend's application is quite premature.

His Lordship—I shall reserve the point. If there's any issue I shall direct a special verdict.

Mr. Alabaster stated that in England powers were given to the Court to grant an amendment in connection with a misdirection of that sort. Counsel proceeded to quote authorities.

His Lordship noted Mr. Alabaster's objection.

Alleged Gruesome Murder.

WOMAN THROWN OVERBOARD AND FISHING JUNK IGNITED.

GRAPHIC DESCRIPTION BY THE ATTORNEY-GENERAL.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Leung Shing was indicted on a charge of wilful murder on 25th June last. Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. B. L. Dennys, Jr., from the Crown Solicitor's office, appeared for the prosecution and Mr. C. G. Alabaster, instructed by Mr. C. Wilson, of Messrs. Hastings and Hastings, was for the defendant, who entered a plea of not guilty.

The jury was as follows:—Messrs. D. A. Purves (foreman), M. A. Rozack, R. M. N. Nikkel, W. H. T. King, W. Waterhouse, H. S. Kennett and R. Galliari.

The Attorney-General in the course of a graphic description of what must be termed one of the most gruesome murders in the annals of crime in the Colony stated that the charge against the prisoner was one of murdering a Chinese woman by drowning in the waters of the Colony near Lamma Island on the 25th June last. The motive of the crime appeared to be a very curious one. There was nothing suggested against the woman which might have led to the act but it was supposed by the prosecution that the murder was committed because previous to the crime an attempt had been made to murder the woman's husband in which prisoner and two other men thought they had succeeded and that the woman might give evidence against the men. The husband of the deceased woman was in the habit of praying for the recovery of sick people. In fact, he coupled the duties of a fisherman with those of a priest. Prior to the murder, he was asked by one of the men who was supposed to be concerned in the murder to pray for his infant son on his junk. The husband of the deceased woman did so but his prayers appeared to be inefficacious from the fact that the child died. That was not the first occasion that the husband had exercised such powers as Chinese divinities might possess, for he was also asked to pray for a daughter-in-law and previous to the murder another son was prayed for and died. On the day in question, the prisoner's boat was moored alongside that of the husband and there were also two other boats near by. Prisoner and two other men boarded the latter boat and engaged the man to say some prayers. During the recitation of some joss incantations, the man was violently struck on the head with a brass-shod stick. A chopper was next used with serious effects. The man was then left in the boat, as the men said, apparently dead. The wife was transferred to prisoner's boat. The husband afterwards saw his wife taken by the legs and arm-pit by one or other of the men and heard one of them call out "Put her overboard." He also heard one of the men say "She will not sink. Press her with a bamboo." The unfortunate woman's body was then pressed down with a pole in order to prevent it from appearing on the surface of the water. Meanwhile the two boats which were alongside made for Stanley.

At this point, the Attorney-general was interrupted by Mr. Alabaster on the ground that he could not tack on the story of another crime after the woman's murder.

His Lordship—I don't know what the Attorney-General is going to say.

The Attorney-General—It's all part of the same narrative.

His Lordship overruled Mr. Alabaster's objection.

Proceeding, the Attorney-General stated that after the woman had been thrown overboard, the men returned to the husband's boat and, believing the latter dead, lighted some kerosene oil over it and cut the boat adrift, leaving the husband to the mercy of the waves. Fortunately for the administration of justice, the man was not dead. The joss paper did not produce the effects it was intended to do and soon after the men had left, the husband managed to put out the flames with the aid of water. He then fell into an unconscious condition and subsequently he was picked up by a number of fishermen and landed near Tytam Bay. The body of the wife was landed near Stanley and was immediately buried owing to an advanced state of decomposition. It was subsequently exhumed and examined by a Medical Officer. After the affair was over, the men were not to be found in the districts of Aberdeen or Stanley. Eight days later, the prisoner applied to the Police for a new licence for his boat. Here, the Attorney-General explained to the jury that licences were renewed yearly and the Crown attached considerable importance to that particular portion of the evidence as corroborating the evidence of one of the witnesses. The theory advanced by the prosecution was that the prisoner thought that both the woman and her husband were dead and the number of their boat would probably be missed. The mere fact of prisoner altering the number of his boat to ply his trade in Junk Bay rather than the place where the tragedy took place was suspicious. In other words, the prisoner attempted to disguise his boat. The story of the murder was a most gruesome tale. In conclusion, the Attorney-General informed the jury there were certain details which he would submit when the proper time came which would justify them in bringing in a verdict of guilty against the prisoner.

Evidence having been called, the case was adjourned, his Lordship requesting the jury that as that was a murder case to refrain from discussing the evidence among themselves.

AN unknown disease which advances with frightful rapidity has broken out in a lunatic asylum at Valladolid, Spain. Death in some cases ensues within a few minutes of the first symptoms appearing. The only external sign is a red spot, resembling that caused by a sting, on the face or neck.

LAUNCH AT KOWLOON.

MRS. ANDERSON PERFORMED CHRISTENING CEREMONY.

Mrs. G. E. Anderson, wife of the new U.S. Consul-General in Hongkong, performed a pretty ceremony this morning in connection with the launching of a new composite steam launch for the U.S. Navy Department at Manila. Bids for the construction were called for and the Hongkong and Whampoa Dock Co., Ld., was awarded the contract after open competition. The building of the vessel was completed well within the contract time and this morning the launching took place at the yards of the Dock Co. at Kowloon in the presence of a select company of Dock officials and Mr., Mrs. and Miss G. E. Anderson, and the American Vice-Consul-General and party. As the blocks were removed and the hull began to glide down the ways on the building berth, Mrs. Anderson broke the conventional bottle of wine on the bow of the vessel and named her the *Banaag*. As a memento of the occasion Mr. R. M. Dyer, chief manager of the Dock Co., presented Mrs. Anderson with a suitable souvenir.

The vessel is a beautifully proportioned craft. The equipment of the vessel is complete in every way and consists of all the necessary modern auxiliaries for the smart and efficient handling of such a craft.

The dimensions of the *Banaag* are as follows:—

Length over all, 96 ft. 0 in.
Breadth, moulded, 15 ft. 6 in.
Draft, 7 ft. 6 in.

She is provided with a set of vertical inverted cylinder direct acting triple expansion engines with H.P. cylinder 7½ in., I.P. 11½, L.P. 21½ and length of stroke 12 ins. The horse power of the main engine will be 185 when the engine is making about 215 revolutions per minute. Her boiler is 8 ft. by 9 ft. 6 in. with a working pressure of 175 lb. to the square inch. The launch will be capable of developing a speed of nine knots an hour. She is provided with a single screw.

The vessel was launched with machinery and boiler on board, thereafter towed to the fitting out basin of the Dock Co. for completion.

Mr. Brayfield, of the firm of Messrs. Carmichael and Clarke, is supervising the construction in the interest of the Philippine Government.

HONGKONG CRICKET CLUB.

PROGRAMME OF PROMENADE CONCERT.

The following is the corrected programme of the Concert to be held on the Cricket Ground to-morrow evening commencing at 9.15 p.m.

PART I.

1.—Selection "Cavalleria Rusticana" Mascagni
The Band of "The Buffs."
2.—Tenor Solo ... Selected ... ...
Mr. P. W. Goldring.
3.—Violin Solo... "Adoration" ...... Borowski
Mrs. R. C. Edwards.
4.—Soprano Solo..."Cupid at the Ferry"...Ed German.
Miss Frank Maitland.
5.—Humorous Song... Selected ... ...
Private Collier "The Buffs."
6.—Selection... "The Gondoliers" ... Sullivan.
The Band of "The Buffs."

PART II.

1.—Selection..."The Dollar Princess ......Fall
The Band of "The Buffs."
2.—Sword Display ....
Corpl. F. Burgess, R.G.A. (King's Medallist).
3.—Tenor Solo..."Behold! 'tis night"...Bohm
Mr Geo. P. Lammert.
4.—Contralto Solo..."Kathleen Mavourneen" Crouch.
Mrs. A. G. Gordon.
5.—Humorous Song...Selected ....
Mr R. Sutherland.
6.—Selection ...... "Faust,"........... Gounod.
The Band of "The Buffs."

Accompanists: Miss D. Page, Mr. E. J. Chapman and Mr. George Grimble.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

The V.R.C. aquatic sports take place to-morrow at 5 p.m., and will be continued on Friday at the same time and on Saturday at 4 p.m. The Band of the Buffs will be in attendance on the last day of the sports. Ladies will be admitted on Saturday afternoon. The entries for the different events are fairly large, and some close racing should be witnessed, especially for the 100 and 200 yards' Championship of the Club. Both events will be competed for by three competitors. The 100 yards was won by Cecil Humphreys for two years in succession and should he be the winner again he will be the holder of the cup. There are only five entrants for the Half-mile Championship of the Colony and a good race is expected at the finish between Tommy Logan, the champion of the interport swimming team and C. J. Coke who swam second to him in the 200 yards and upwards, barring the Half Mile.

The Two Lengths will be in four heats and the Four Lengths in two heats, and only three entries in each of the diving events have been received, which is very poor. The Team Race will also prove a good event. For this race three teams have entered and they are all evenly matched. The sports will be concluded on Saturday afternoon with a Water Polo Match and should prove as interesting as ever.

BRAKE FOR SHIPS.

The naval board which conducted the tests of the ship brake recently fitted to the United States battleship *Idaho* reports that, though it will stop a vessel in a short distance, it is unsuitable for naval uses [illegible] unless the brake were constantly employed [illegible] would become clogged with [illegible] would also increase the danger [illegible] attack would be [illegible] and would at all times [illegible] speed of the ship.

IMPERIAL DEFENCE.

HONGKONG'S PART IN INDIA'S SAFETY.

The *Civil and Military Gazette*, Lahore, has recently published some very able articles dealing with the defence of the eastern possessions of the Crown, the object of the writer being to show that Aden, Colombo, Singapore, and even Hongkong might be taken within the scope of an Indian defence system.

It is hoped by many that the Government of India may see its way to formulating proposal which may lead to the participation of India in a co-operative scheme of Imperial Defence—the foundation for which was laid last year. In view of the coming Conference—to which especial importance is certain to attach owing to its surrounding circumstances—it may not be out of place to discuss measures which appear practicable towards this.

The primary step which would seem useful in this direction, is the closer association, for purposes of defence of India with the Crown Colonies, Ceylon and the Straits Settlements—and in a secondary degree with Hongkong; that is to say, speaking generally, the extension of the Indian military system, and the consolidation of all our territory in the North Indian Ocean as one defensive unit.

SEA OUTPOSTS OF INDIA.

Looking at this proposition from a purely strategic point of view—and for the moment from a military standpoint only—there are many arguments in its favour. Aden, Ceylon, and Singapore are natural sea outposts of India. Aden and Singapore are the gateways of the North Indian Ocean, and the latter must, as time goes on, become a fortress more and more essential for Indian defence in the direction of the Pacific. Colombo, on the other hand affords a defensive sea base flanking any attack on either of India's seaboards, and may possibly some day be the main base of an Eastern naval system. Colombo and Singapore must necessarily be essential parts of the Indian defence system of the future. Their security under all circumstances will, therefore, be of no less interest to India than to themselves. That is to say, India has a very direct and personal interest in their sufficiency and efficiency of their garrisons.

As things stand at present these isolated Imperial outposts maintain little military systems of their own, and are in the main dependent on their own financial resources for the strength of their garrisons. Their defences have lately been brought up-to-date with assistance from Home—the Colonies paying for the works and the Imperial Government providing the armaments. But the Imperial Government is not likely to add to already enormous recurring expenditure on war establishments by allowing any increase in the matter of their garrisons, which would fall on her, except under stress of dire necessity.

IF INDIA UNDERTOOK DEFENCE.

If India undertook responsibility for defence of the territory of the Crown Colonies their garrisons could be increased to any extent the Indian Government thought desirable, for all the strategic purposes which would come within its extended purview. It would simply mean a slight redistribution of forces.

Nor would this extension of responsibility bring in its train any strategical advantage to India. A redistribution which would provide for some increase of the garrison of Ceylon, and a considerable increase in the garrison of Singapore, would indeed strengthen the military position of India as affected by modern strategic influences, without any real weakening of her local military establishment. The nearness of the Crown Colonies to India would ensure the possibility of extra forces there stationed being immediately available in case of emergency in India itself. In fact, many will think that considering the latter-day concentration on the north-west and west, and the dearth of troops in the eastern and southern provinces, e.g. Lower Bengal, some redistribution towards the south-east would not be disadvantageous. With the certainty and freedom from interruption of sea transport, troops stationed at Colombo or Singapore could be more rapidly moved to any of our chief ports, in the event of interruption of inland communication, than from most of the present military centres. If a British battalion was added to the Ceylon garrison, and an Indian infantry brigade added to Singapore, the allotting of extra cost ought not to present much difficulty.

The question of taking Hongkong into the Indian defence area differs considerably from that of the Straits Settlements and Ceylon. Financial and strategical conditions are not the same. Hongkong cannot support her present garrison.

THE SECURITY OF HONGKONG.

But the security of Hongkong is of exceeding consequence to India, both strategically, and in respect of her present and future trade interests in the Western Pacific. If she cannot undertake responsibility for its defence, either at considerable cost or by weakening her military establishment, it will be to her advantage to make some allowance in the disposition of her forces in peace to meet any sudden crisis involving immediate reinforcement of the Hongkong garrison. In view of the recent military activity of China, of the construction of the Canton Railway and of the fact that the harbour and much of the docking accommodation would be at the mercy of a hostile force in possession of the Kowloon mainland, the question of the rapid reinforcement of Hongkong becomes daily of greater importance. This is an additional argument in favour of a substantial increase in the forces located at Singapore, which would bring the Indian system into closer touch with Hongkong.

The extension of the Indian defensive system would therefore involve a substantial increase in the garrison of Singapore with these main ideas in view: (1) The creation of an Imperial fortress with a commensurate garrison to ensure, under all conditions, the safety of a natural outpost of India, an indispensable link in our Imperial communication with the Far East, and a pre-eminently important strategic point with regard to the influence in the Pacific of the future. (2) The rapid reinforcement of Hongkong in the event of hostilities with China, or possibly in the case of anticipated disturbance in Pacific waters. (3) The possibility of recall of the extra garrison to India in the event of emergency there, without complications in the Pacific.

GARRISON OF SINGAPORE.

The second and third of these conditions evidently require that the extra garrison of Singapore should be a compact mobilised war unit. While normally considered part of the Singapore garrison, inasmuch as this latter would be an obligatory and irreducible force—except in great emergency with consent of the Crown Colony Government. The extra garrison would remain strategically at the disposal of the Government of India which would, however, consider the safety of Singapore and the reinforcement of Hongkong as among her extended responsibilities. The responsibility of India would include the war training, inspection, and supervision of the troops in Ceylon, the Straits Settlements and Hongkong.

"BEDFORD" RELIEF FUND.

Owing to the large numbers wishing to attend the entertainment in aid of the wives and families of those who lost their lives in the "Bedford" disaster, the entertainment will take place on Saturday, October 15th, and Monday, October 17th. We learn that two generous donations from well-known residents have already been received by the honorary treasurer.

THE GRANT CASE.

A PECULIAR THREAT.

Before Mr. J. R. Wood at the Magistracy this afternoon, the case was resumed in which John Grant, formerly a Land Surveyor in the Public Works Department, is charged with obtaining the sum of $1 from various villagers by means of false pretences with intent to defraud. Inspector Sullivan prosecuted, while Mr. J. H. Gardiner appeared for the defendant.

A native of Kowloon stated that on the 16th September last he was handed a slip of paper by the defendant, in return for which the defendant demanded the sum of $1, which the latter said was the sum payable by witness for the painting of the number on his door. Defendant spoke in Chinese and said if the money was not forthcoming he would be arrested.

In answer to his Worship witness stated that he thought the defendant had been sent by the Government. He showed defendant his rate receipts, whereupon defendant said they were required.

A Chinese woman spoke to the defendant coming to her dwelling and saying that the Government had enacted new laws. He demanded the sum of $1 for the purpose of having her house re-numbered. Defendant spoke in a dialect which was neither Hakka nor Cantonese. She paid him three 20-cent pieces and four 10-cent pieces. She could identify the man, and remembered identifying him inside the jail. At the time the defendant told her she should have her house re-numbered, she pointed out she already had a number, but she paid the defendant the sum demanded.

Another Chinese witness stated that defendant said in case he failed to find the money, he would have his house pulled down (Laughter).

Further evidence having been called, the case was remanded.

REAR-ADMIRAL HUBBARD.

OFFICIAL LANDING.

Rear-Admiral Hubbard, Commander-in-Chief of the American Fleet which arrived here yesterday, landed officially at Blake Pier at 10.30 a.m. to-day and was received by a guard-of-honour of the Buffs Regiment, under the command of Capt. Grove-Raines, the colours being borne by Lieut. Wedd. On landing the Admiral was met at the pier by the American Consul-General, Mr. H. E. Anderson, and the A.D.C. to His Excellency the Officer Administering the Government, Sir F. H. May, K.C.M.G. The party was then conveyed in chairs to Government House. Later in the afternoon Sir Henry May returned the official visit on board the flagship *New York*.

ITALIAN LOTTERIES.

In Italy they have weekly State lotteries, for which drawings take place in all the principal towns. The profits since their foundation amount to the colossal sum of £120,120,000 in all. Each year the lottery has, on the average, brought in £1,671,707 to the Italian Treasury, and the tendency has been that each twelve months shows a higher profit than in the former year. The profits of last year were about £3,400,000. But it is not all gold that glitters, and among thoughtful men in Italy the opinion is that this method of raising revenue is not calculated to instil the spirit of thrift among the people, so there is considerable talk of reviving in the Chamber an old Bill for the abolition of lotteries.

HIS BEST CLOTHES.

MAN AFRAID TO SPOIL THEM WHEN CHILD WAS DROWNING.

At an inquest held at Tottenham on 17th ult. on Frank James Blomm, aged four, who was drowned in the River Lea on Monday a brother of the deceased, aged nine, said that he and his brother and other children went to the river to paddle. His brother attempted to reach a piece of cork and fell into the water.

Witness spoke to a man close by, but the man replied: "I have got my best clothes on and I can't get him out." The man then went off. Two youths named Alligan and White afterward dived in, but it was not until the drags were sent for that the body was recovered.

The coroner said the conduct of the man was disgusting. The jury could only conceive utter contempt for anybody who talked about his "best clothes" when a person was drowning.

A verdict of "Accidental death" was returned, and the youths Alligan and White were commended for their efforts.

OPIUM IN HIS SOCKS.

A Chinaman who belongs to the steamer *Aldenham*, now lying at Circular Quay, was surprised this morning by a Customs watchman, and, as a result, handed over a hard lump of opium, valued at about £5, says the Sydney *Evening News* of 15th ultimo. The man was walking ashore from the steamer, and attired in the usual Celestial costume, "slopped" his clogs along the wharf. His socks were also very roomy, and the Customs man called upon him to halt. A search of the loose clothes revealed no contraband, but when the clogs were taken off there was brought to light a large flat piece of something hard. Closer scrutiny showed that the substance was opium. The socks and opium are now at the King's Warehouse, Circular Quay.

KOWLOON-CANTON RAILWAY.

OPENING CEREMONY.

The British section of the Kowloon-Canton Railway will be formally opened by His Excellency the Officer Administering the Government on the 1st of October at Tsim-sha-tsui on the plot of ground between the Kowloon Post Office and Hankow Road at 2.45 p.m. The community is cordially invited to be present.

A WITNESS' ABSENCE.

ARMED ROBBERY TRIAL ADJOURNED TO NEXT SESSIONS.

Before the business of the day commenced at the Criminal Sessions this morning, the Attorney-General informed the Chief Justice that in the case of Li Yi alias Li Yau, who had been committed for trial for alleged armed robbery, the woman who was prosecuting in the case was very ill and could not attend Court. He asked that the case be allowed to stand over till the next sessions.

His Lordship having been satisfied with the authorities cited, consented to the adjournment.

SHANGHAI'S RETURNING PROSPERITY.

Apart from those who are hopelessly involved in share transactions, the fine crops throughout almost all parts of China are most encouraging as a sign of the probability of increased business during the forthcoming winter months. Notwithstanding the tightness of money in the local market, there is a fair amount of new orders being placed and of clearance of goods previously contracted for. The instability of several Chinese banks, which gave a feeling of uneasiness in the money market, has been tided over with the exception of one or two banks which have not yet taken steps to pay their outstanding orders. The demand at the weekly auctions of piece goods has been fairly brisk, and this is always considered a good criterion by which the market may be judged. There is a general looking forward to the introduction of the new currency, and the consequent recall of the fiat bank notes which have been issued in large quantities by banks whose responsibility may be more or less questioned. The issuance of these notes has been an unqualified evil, but fortunately there has been no failure of any of the banks which issued them. Such failure would have been disastrous to all of the note-issuing banks, for there would have been an immediate run upon them for the payment in silver of their obligations. As soon as the difficulties attendant upon the insolvency of the three large banks can be cleared up, we may look forward to a resumption of normal business on the part of the other Chinese banks. Fortunately they have not been involved in share speculation to any large extent. Shanghai has had such a severe lesson as to the evils of speculation, not only in rubber but in other shares, that it is not likely to forget soon the dire consequence to trade which always follow in the wake of gambling. The time and forethought spent during the last year in share speculation will now be devoted to legitimate business, which has every prospect of being prosperous on account of the unusually good crops.—*Shanghai Times*.

THE PRICE OF COCAINE.

FALL FROM £35 TO SIX SHILLINGS AN OUNCE.

Surprise has been expressed in many quarters, says the *Pharmaceutical Journal*, that so little commercial mention is made nowadays of cocaine, an article which two decades ago was a daily topic of conversation with those in any way interested in the sale of fine chemicals. Although a nominal convention still exists between some of the manufacturers of the article, there is keen competition for the comparatively few orders which come on to the market, and it is difficult to say what the lowest price really is. The consumption of cocaine in the United Kingdom appears to have fallen off so inconsiderably; while for export to the Far East, owing to prohibitive governmental enactments, the demand (except, indeed, for illicit introduction into India, Burmah, China, &c.) is almost non-existent.

Various substitutes for cocaine have also come into more or less general use during the past few years. Some twenty years ago cocaine was practically only of scientific interest. When its properties became known makers were unable to keep pace with the demand, with the result that value was rapidly forced up to 20s. until the actual selling price reached even to 25s per gramme (the equivalent to £35 per ounce), at which figure the article was readily sold in 10, 25, 50, and even 100 gramme lots. Then after a time supply began to overtake the demand, with the result that the price fell first to 10s. per ounce, then to 15s., 16s., then to 12s., until two or three years ago very bottom appears to have been reached, in that makers in active and excited competition one with the other booked large contracts for the article at 6s. per ounce.

"BLUE FUNNEL LINE."

DEVELOPMENT OF THE PASSENGER SERVICE TO AUSTRALIA.

The Liverpool *Journal of Commerce* says that a most important development in the ocean passenger trade takes shape to-day, when, at Belfast, the steamer *Æneas* will be launched.

This vessel, of 10,000 tons gross, is the first of three similar steamers, and she has been built to the order of Messrs. Alfred Holt and Co., of Liverpool (known the world over as the "Blue Funnel Line") and will inaugurate a new passenger service to and from Australia.

A distinctive feature of the new service will be that one class of passengers will be carried, viz., first-class, and provision of a very generous nature will be provided on the steamers for no fewer than 300 such passengers. Fishguard will be the embarking and disembarking port on this side for the passengers.

To-day's Advertisements.

NOTICE.

WE have this day been appointed SOLE AGENTS for the SWEDISH LLOYD S.S. Co.

OLOF WIJK & CO., AGENCIES, LTD.

Gothenburg, 15th July, 1910. [617

H.M.S. "BEDFORD" RELIEF FUND.

AN ENTERTAINMENT in aid of the above will be held at the City Hall on the evenings of the 15th and 17th October.

Further particulars will be announced later.

Hongkong, 21st September, 1910. [614

COMMERCIAL.

21st September, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	4/3
Anglo-Javas	Tls. 7
Anglo-Malays	23/3
Balgownies	$12
Batu Tigas	107/6
Bertams	7/9
Bukit Kajangs (pp.)	50/-
Bukit Rajahs	—
Carey Uniteds	17/6 prem.
Castlefields	110/-
Changkat Serdangs	$11
Cheras (part paid)	$9 prem.
Do. (fully paid)	$20
Damansaras	137/6
Eastern Internationals	11/- prem.
Fed. Selangors	—
Glenealys	$2
Glenshiels	—
Golcondas	110/-
Golden Hopes	—
Highlands and Lowlands	102/6
Indragiris	$17
Inch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	5/3 prem.
Kuala Lumpors	165/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	70/-
Linggis	57/3
London Asiatics	11/6
London Venturers	6/3
Merlimaus	7/6
Pajams	$.0
Pegohs	$.8
Rubber Trusts	12/6 prem.
Saggas	270/-
Sandycrofts	$31
Sapongs	—
Seafields	—
Sekongs	20/- prem.
Shelfords	72/6
Singapore & Johores	$14½
Sumatra Paras	25/-
Sungei Chohs	100/-
Sungei Kapars	14/3
Tandjongs	—
Tangkahs	27/6
Toerangis	2/- prem.
Ulu Rantu	—
United Serdangs	105/-
United Singapores	$1.75
United Sumatras	8.6
United Langkats	80/-
Tronohs	34/3
Para Rubber	7/4 per lb.

Events Coming.

Thursday, 22nd September.

Hongkong Football League Annual Meeting at Y.M.C.A. Rooms, 5.30 p.m.

V.R.C. Aquatic Sports.

Geo. P. Lammert, Auction sale of furniture at 14, Queen's Road (top floor) 2.3 p.m.

Hongkong Cricket Club open Air Concert, at Club Grounds, 9 p.m.

Friday, 23rd September.

V.R.C. Aquatic Sports.

Geo. P. Lammert, Auction sale of furniture, at 8, Gordon Terrace Hanoi Road, (Kowloon) 2.30 p.m.

Theatre Royal, "The New Boy," 9 p.m.

Saturday, 24th September.

Meeting, Hongkong Cotton Spinning, Weaving and Dyeing Co., 11.15 a.m.

Meeting of Douglas Steamship Co., Ltd. noon.

V.R.C. Aquatic Sports.

Monday, 26th September.

Sale of pier right opposite Ice House Road, at P.W.D., 3 p.m.

Hongkong Cricket League Annual Meeting, at H.K.C.C.

Tuesday, 27th September.

Harbour race.

Kowloon Cricket Club Annual Meeting at Club House 5.15 p.m.

Thursday, 29th September.

Buffs Aquatic Sports, at V.R.C. Bath.

Saturday, 1st October.

Opening of Kowloon-Canton Railway, British Section, 2.45 p.m.

Hongkong Jockey Club, half yearly meeting, at Hongkong Club Annexe, 12 o'clock noon.

Civil Service Sports, Happy Valley.

Monday, 3rd October.

Sale of Crown land at Kau U Fong, P.W.D., 3 p.m.

Sale of Crown land at Shaukiwan, P.W.D., [illegible]

Wednesday 5th October.

Theatre Royal, "Nicola," 9 p.m.

Saturday, 15th October.

Variety Entertainment, City Hall "Bedford" Relief Fund.

To-day's Advertisements.

NOTICE.

WE have this day admitted Mr. ARTHUR NILSSON as partner in our firm.

OLOF WIJK & CO. AGENCIES, LIMITED.

Gothenburg, 1st September, 1910. [615

NOTICE.

WE have this day been appointed Agents for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO. AGENCIES, LIMITED.

Gothenburg, 1st September, 1910. [613

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of September, at 9.30 A.M.

All Claims must reach us before the 1st of October, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 21st September, 1910. [7

THEATRE ROYAL.

ONE WEEK ONLY.

The Incomparable

NICOLA

And the same Original Company that Mystified

New York, London, Paris 6 Months — Chicago, Vienna, Berlin 3 Months

And all the Principal Cities of the World

TONS OF ELABORATE Magical Apparatus Special Scenic and Electrical Effects — 100 New Illusions STARTLING FEATS and SENSATIONAL SURPRISES

POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Cuff SENSATION

Nothing on earth has yet been found that can hold Nicola a prisoner

GEORGE NADOLNY — America's Greatest Eccentric Juggler

WHIPPLE & ADAMS — Refined Singing and Dancing Artists

MARGUERITE SUTTON — The Peerless Psychic Marvel

DOBSKI — The King of Laugh Provokers

SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

Commencing Wednesday, October 5, 1910.

SPECIAL MATINEE SATURDAY, OCTOBER 8, FOR LADIES AND CHILDREN.

Hongkong, 21st September, 1910. [614

Clarets from Bordeaux.

We have as fine a selection of Chateau Clarets as it is possible to obtain, including some well-known brands from Messrs. Hanappier and Co. of Bordeaux, the world-famous Growers and Shippers of Clarets.

From Vin Ordinaire to the finest obtainable After-Dinner Clarets at the very lowest prices possible.

Call and inspect our Stock, and you will be convinced.

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,
Hongkong.

Telephone No. 235.

Hongkong, 20th September, 1910.

Intimations.

Try our delicious

CORNED PORK, CORNED BEEF and PRESSED BEEF.

THE DAIRY FARM CO., LIMITED.

ASAHI
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and
SAPPORO
SAPPORO
SAPPORO
BEER.

AWARDED GOLD MEDAL AT ANGLO-JAPANESE EXHIBITION.

PRICES:

4 Doz. Quarts ....$12.00 per case

8 Doz. Pints ....$13.50 " "

OF ALL WINE MERCHANTS

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Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, (Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

11 DAYS YOKOHAMA TO VANCOUVER 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
	From St. John.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC 16TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB 10TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ....£43.
Via New York ....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
11] Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG*	FRIDAY, 23rd Sept., 4 P.M.
SHANGHAI	TUNGSHING†	TUESDAY, 27th Sept., Noon.
TIENTSIN	CHIPSHING*	TUESDAY, 27th Sept., Noon.
SHANGHAI	WOSANG†	WED'DAY, 28th Sept., Noon.
MANILA	LOONGSANG*	FRIDAY, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG*‡	TUESDAY, 4th Oct., Noon.
S'GAPORE, PENANG & CALCUTTA	NAMSANG*	SATURDAY, 8th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Dato, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.
General Managers.
Telephone No. 215.
Hongkong, 21st September, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
SHANGHAI	"CHINHUA"	22nd	Sept.,	4 P.M.
SHANGHAI	"ANHUI"	25th	"	Daylight.
CHEFOO & TIENTSIN	"KUEICHOW"	25th	"	Daylight.
MANILA	"TEAN"	27th	"	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	30th	"	4 P.M.
CHEFOO & NEWCHWANG	"NAKCHAU"	1st	Oct.,	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout, and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through to New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Lintan*, *Chinhua*,)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—$45 single, $80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Telephone No. 36.
Hongkong, 21st September, 1910. [9

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA	SATURDAY, 24th Sept., at Noon.
ZAFIRO	2540	[illegible]	"	SATURDAY, 1st Oct., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"JOSHIN MARU" Captain H. Murayama	SUNDAY, 25th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
$73.00	$55.00	$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.
Hongkong, 19th September, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.		Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KITANO MARU, Capt. F. E. Cope,	Tons 9000	WED'DAY, 28th Sept., at Daylight.
	IYO MARU, Capt. R. Takeda,	Tons 7000	WEDNESDAY, 12th Oct., at Daylight.
	HIRANO MARU, Capt. H. Frater,	Tons 9000	WEDNESDAY, 26th Oct., at Daylight.
VICTORIA, B.C., & SEATTLE	‡ KAMAKURA MARU, Capt. J. Nagao,	Tons 7000	SATURDAY, 8th Oct. From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	‡ INABA MARU, Capt. K. Kawara,	Tons 7000	TUESDAY, 11th Oct., at Noon.
	TAMBA MARU, Capt. K. Sato,	Tons 7000	TUESDAY, 8th Nov., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine,	Tons 5000	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 28th Oct., at Noon.
SINGAPORE, COLOMBO & BOMBAY	‡ TOSA MARU, Capt. Y. Nomura,	Tons 7000	SATURDAY, 24th September.
SHANGHAI, MOJI & KOBE	‡ BOMBAY MARU, Capt. Teranaka,	Tons 5000	THURSDAY, 29th September.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	Tons 6000	WEDNESDAY, 28th Sept., at Noon.
KOBE and YOKOHAMA	TANGO MARU, Capt. A. Christiansen,	Tons 8000	THURSDAY, 22nd Sept., 5 P.M.

‡ Fitted with new system of wireless telegraphy. † Cargo only. * Carries deck passengers. ¶ Calling at Saigon.

CHEAPEST SUMMER RATES

BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	$130	$110	$100	$90
2nd "	$80	$70	$60	$50

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 6 days and to Yokohama 8 days.

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st October, 1910, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's SS *China*, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 12th November 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 19th September, 1910. [4

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belson, will be despatched for the above ports on FRIDAY, the 23rd instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip $120.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 19th September, 1910. [609

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain.	On or about
			1910
Suverio	6,232	F. S. Cowley	27th Sept.
Kumeric	6,231	G. B. McGill	20th Oct.
Aymeric	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings
Hongkong, 8th September, 1910. [1

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on SATURDAY, the 8th October, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 20th September, 1910. [612

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI,"

Captain W. Gray Williams, will be despatched as above on or about 13th Oct.

For Freight apply to
JARDINE, MATHESON & Co., LD.,
Agents.
Hongkong, 16th September, 1910. [608

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON NEW YORK:

S.S. "MUNCASTER CASTLE" On or about [illegible] Oct.

For Freight and further information, apply to
DODWELL & CO., LIMITED.
Agents.
Hongkong, 13th September, 1910. [1

Consignee.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th prox., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th September, 1910. [621

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"HIRANO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 21st September will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 14th September, 1910. [6

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INVERESK,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th September, at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 10.30 A.M. on the 24th inst. No claims will be admitted after goods have left the Godowns nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., LD.,
Agents.
Hongkong, 19th September, 1910. [605

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at [illegible] A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th September, 1910. [607

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and Sycee Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th [illegible] will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th September, at [illegible]

All claims [illegible] October, 1910, or they will not be [illegible]

No Fire Insurance [illegible]

Bills of Lading will [illegible] undersigned.

NORDDEUTSCHER LLOYD. [illegible]

Consignees

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"FLINTSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby inform d that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 24th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 24th inst. No claims will be admitted after Goods have left the Godown nor will they be recognised if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 19th September, 1910. [605

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 19th September, 1910. [6:0

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

15, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [2

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 74, D'AGUILAR STREET

REASONABLE FEES

Consultation Free

Hongkong, 18th [illegible]

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9¼
Do. demand	1/9 11/16
Do. 4 months' sight	1/9¾
France—Bank T.T.	2.27½
America—Bank T.T.	43¾
Germany—Bank T.T.	1.84
India T.T.	134¾
Do. demand	135
Shanghai—Bank T.T.	74¾
Singapore—Bank T.T. per H.K. $100	76¾
Japan—Bank T.T.	88½
Java—Bank T.T.	108½

Buying.

4 months' sight L/C	1/10 1/16
6 months' sight L/C	1/10 3/16
30 days' sight San F'co & New York	44¾
4 months' sight do.	45¾
30 days' sight Sydney & Melbourne	1/10 5/16
4 months' sight France	2.32
6 months' sight	2.34
4 months' sight Germany	1.88½
Bar Silver	24¾
Bank of England rate	3 %
Sovereign	$11.05

SHIPPING AND MAILS

MAILS DUE.

American (*Korea*) 24th inst.
Indian (*Catherine Apcar*) 25th inst.
Canadian (*Empress of Japan*) 29th inst.
Indian (*Kutsang*) 2nd prox.
American (*Nippon Maru*) 4th prox.
American (*Siberia*) 10th prox.
American (*China*) 18th prox.

The Ben Line s.s. *Benalder*, from Leith and London, left Singapore on 21st inst., for this port.

The E. & A. Co.'s s.s. *Aldenham* left Manila on 21st i'st., and will arrive here on 23rd inst., at daylight.

The P. & O. S. N. Co.'s s.s. *Peshawur* arrived at Penang on 20th inst., at 10 a.m., is expected to leave Singapore on 27th inst.

The O. S. K. s.s. *Chicago Maru* left Tacoma for this port *via* Japan and Manila on 17th inst., and is expected to arrive here on 25th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 7 a.m., on 21st inst., and leaves again at 3 p.m., same day for Kobe, where she is due to arrive at 3 p.m. on 22nd inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 11 a.m. on 20th inst., and leaves again at 5 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m. on 22nd inst.

DOCK RETURNS.

TAIKOO DOCKS.

Demeter [illegible] at Quarry Bay Docks
Union [illegible]
Tenyo Maru [illegible]
Yuensang [illegible]
[illegible]

RUBBER ESTATE RETURNS.

	July	August	Total.
Allagar	3,520	3,589	21,970
Alor Pongsu	2,130	2,379	9,519
Alma	850	1,000	2,750
Anglo Malay	53,627	52,674	405,056
Ayer Kuning	—	195	1,128
Ayer Molek	2,013	1,810	8,900
Ayer Panas	880	1,000	2,870
Balgownie	8,757	8,000	68,714
Batak Rabit	1,555	1,700	8,531
Bantong	2,700	3,400	15,174
Batu Caves	17,456		73,535
Batu Tiga	8,462	8,315	54,168
Bertam	9,725	12,000	73,543
Bikam	2,051	2,500	13,622
Brieh	1,288	1,529	4,217
Bukit Kajang	5,475	5,518	28,871
Bukit Rajah	30,840		236,735
Bukit Lintang	3,800	4,000	25,270
Bukit Timah	621	873	2,459
Bukit K. B.	356		632
Carey United	12,000	12,250	75,300
Castlefield			21,542
Changkat Serdang	3,658	3,861	23,447
Changkat Salak	1,100	1,500	4,991
Cicely	16,000		78,166
Consolidated Malay			135,254
Caledonia	23,401	23,000	153,227
Chimor	868		2,274
Chersonese	2,223	2,400	8,245
Damansara			133,772
Edinburgh	6,500	6,500	48,750
Federated (Selangor)			60,357
F.M.S. Rubber	32,170	33,100	189,717
Gedong	21,000	22,000	95,200
Glenealy	1,735	2,001	13,489
Glenshiel	4,899	4,788	74,789
Golden Hope	5,114	10,071	43,102
Golconda			70,137
Gula Kalumpong	10,000		10,000
Hai Kee		590	1,783
Harpenden		11,000	44,630
Haytor	349	618	967
Heawood	1,100	1,100	4,009
High. & Lowlands	39,266	39,847	328,670
Inch Kenneth	11,100	10,521	99,189
Indragiri	824	861	3,696
Jimah	—	100	100
Jugra	11,758		47,054
Jebong	18,210	20,170	140,520
Kapar Para			64,473
Kamuning	7,935	8,880	118,672
Kempsey	3,507	3,950	23,035
Kapong	3,900	4,300	21,709
Klebang	256	232	488
Kota Tinggi	5 0		3,098
Kuala Klang			10,915
Kurau	2,640	3,001	7,717
Krian Rub. Est.	3,300		17,847
Kuala Lumpur	48,130	47,280	352,020
Labu	16,616	15,416	121,410
Lanadron	36,923	32,106	250,740
Ledbury	9,844	10,038	71,889
Linggi	71,000	73,500	509,500
London Asiatic	16,025	17,018	94,112
Malaka Pinda	—	331	331
Malacca Plant	22,500	27,000	187,009
Merton	1,985	2,250	9,694
New Serendah	415	605	1,020
New Singapore	—	60	160
North Hummock			28,891
Nova Scotia	14,075	16,300	65,905
Pajam	3,250	3,500	18,800
Patalling	27,428	28,090	207,267
Pegoh	3,300	3,800	25,216
Pengkalen Durian	968	835	1,803
Perak Plant			58,414
Port Dickson		785	4,244
Radella			1,017
Rembia	597		5,370
Riba Rubber	5,437	5,797	41,167
Rubana	16,500	18,500	90,720
Ratanui	1,850	2,000	9,554
R'ber Growers Assn.	3,507	3,950	23,037
St. Helena	—	105	630
Sengai	7,031	7,700	47,756
Selaba	6,750	7,966	41,036
Sungei Choh		4,830	26,710
Sungei Kapar			100,600
Sandycroft	9,341	9,301	58,385
Seafield			74,506
Selangor			201,541
Seremban	38,635	31,538	246,852
Sembawang	535		806
Senawang	6,250	6,646	38,572
Shelford	10,500	11,000	57,601
S'pore & Johore	11,780	8,535	73,281
Singapore Para	5,400	5,000	39,050
Straits Rubber			146,180
Sungei Salak	2,838	3,700	17,889
Sungei Way		7,963	30,821
Tambalak	964	1,124	2,088
Tanjong Malim	—	7,250	7,250
Telok Anson	680	790	2,635
Tali Ayer	13,500	12,306	82,300
Trafalgar	324	275	1,450
Tremelbye	5,964	6,500	—
Trong	—		2,160
Ulu Pandan	475	446	1,331
United Singapore	1,945		8,455
United Sumatra	3,710	4,630	21,998
Vallambrosa			212,787

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—*Singapore Free Press.*]

THE WEATHER.

On the 21st at 11.50 a.—The barometer has risen quickly in Japan the depression having moved away over the Pacific.

Pressure is high over N. China and the barometer has risen moderately on the N.E. and E. coasts.

Pr ssure is relatively low over the middle part of the China Sea and the Pacific to the Eastward of the Philippines, and conditions favour the formation of a depression in som part of the trough.

Fresh N.E. and E. winds and unsettled weather may be expected over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds fresh or strong; squally, [illegible]
2.—Formosa Channel, N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamocks; same as No. 1.
4.—South coast of China between Hongkong and Hainan; same as No. 1.

Shipping.

Arrivals.

Japan, Br. s.s., 3,866, A. Stewart, 20th Sept. —Moji 16th Sept., Gen.—D. S. & Co., Ld.

Naushan, Am. s.s., W. D. Prideaux, 20th Sept. —Woosung 17th Sept., Coal.—U. S. Navy.

Kwanglee, Chl. s.s., 1,418, Lincoln, 20th Sept., —Shanghai 17th Sept., Gen.—C. M. S. N. Co.

Mandasan Maru, Jap. s.s., 3,246, K. Yamamoto, 20th Sept.—Miike 14th Sept., Coal.—M. B. K.

Pheum Penh, Br. s.s., 1,065, Jas. A. Scott, 20th Sept.—Saigon 16th Sept., Rice.—Wo Fat Sing.

Chauncey, Am. destroyer, 420, I. McNair, 20th Sept.,—Woosung 17th Sept.

Bainbridge, Am. destroyer, 420, L. W. Townsend, 20th Sept.,—Woosung 17th Sept.

Pompey, Am. collier, 1,600, James D. Linett, 20th Sept.,—Woosung 17th Sept.

Dale, Am. destroyer, 420, Herbert H. Michael, 20th Sept.,—Woosung 17th Sept.

Barry, Am. destroyer, 420, Edmund S. Root, 20th Sept.,—Woosung 17th Sept.

Rainbow, Am. cruiser 6,026, Ensign A. C. Stott, 20th Sept.,—Woosung 17th Sept.

Candia, Br. s.s., 4,195, W. R. F. Hickey, 21st Sept.,—Yokohama and Ports 6th Sept., Gen.—P. & O. S. N. & Co.

Chinhua, Br. s.s., 1,350, A. Harris, 21st Sept.—Canton 20th Sept., Gen.—B. & S.

Kwangtah, Chl. s.s., 1,556, E. H. Pratt, 21st Sept.—Canton 20th Sept., Gen.—C. M. S. N. Co.

Haiyang, Br. s.s., 1,362, A. E. Hodgins, 21st Sept.—Foochow via Amoy and Swatow 20th Sept., Gen.—D. L. & Co.

Glenfalloch, Br. s.s., 1,435, J. Mason, 21st Sept. —Singapore 16th Sept., Gen.—Joo Tak Sing.

Helene, Ger. s.s., 771, H. Bandixen, 21st Sept., —Tourane 16th Sept., and Hoihow 20th Gen.—J. & Co.

Choising, Ger. s.s., 1,021, J. Bruhn, 21st Sept., —Bangkok 9th Sept., and Kohsichong 14th Rice and Timber.—B. & S.

Joshin Maru, Jap. s.s., 7,023, H. Murayama, 21st Sept.—Swatow 20th Sept., Tea and Gen.—O. S. K.

Clearances at the Harbour Office.

Haldis, for Swatow.
Panama Maru for Moji.
Choshun Maru, for Swatow.
Vestfold, for Bangkok.
Glenfalloch, for Amoy.
Kaifong, for Iloilo.
Rajaburi, for Swatow.
Candia, for Singapore.
Sarpedon, for Singapore.
Hongkong, for Hoihow.

Departures.

Sept. 21.

Panama Maru, for Tacoma.
Buelow, for Singapore.
Benvenue, for Nagasaki.
Prinz Eitel Friedrich, for Shanghai.
Choshun Maru, for Shanghai.
Haimun, for Swatow.
Shantung, for Swatow.
Peleus, for Shanghai.
Kwong Sang, for Canton.
Inveric, for Shanghai
Coblenz, for Yokohama.
Vestfold, for Bangkok.
Hongkong, for Haiphong
Kaifong, for Cebu.
Sarpedon, for Singapore.
Haldis, for Swatow.
Taian Maru, for Saigon.
Johanne, for Hoihow.

Passengers Arrived.

Per *Haiyang*, from Foochow, &c.—Messrs. F. H. Hyde, A. H. Ough, Mr. and Mrs. Pollock and child, Mrs. E. C. Davenport and 2 children, Mr. C. H. Hickling, Misses Gitter, and Kitual.

Per *Prinz Eitel Friedrich*, for Hongkong from Hamburg—Mrs. Troilfrau von Merling, and Mr. H. Rabe. From Southampton—Mrs. S. E. Young, and Mr. Wm. Forrster. From Genoa—Messrs. R. Lenz, Chang Tien Buy, Miss G. Pfiiderer, Messrs. Kurt Tick, Oscar Lombeck, H. Horming, J. Borchard, Franz Fazymcki, Kaspar Rohr and Mr. and Mrs. A. B. Jargembowski. From Naples—Mr. G. Bruthan, Mrs. Cross, The Right Rev. J. B. McGrinlay, and Rev. I. J. Gercke. From Colombo—Mr. Wee Lim. From Penang—Mr. M. Lemiero. From Singapore—Messrs. Ngr. Eng Foo, Wee Sion Gim, Lon Peng Yam, Choa Po Yew, Low Lenz Teng, Drs. Mad. A. Mueller, Mad. Schnie. Messrs. Li Po, W. M. Hooers, Chong Chik Sun and Long Chin.

Shipping Reports.

Str. *Haiyang* from Foochow, &c.:—Light to moderate breeze S.W. clear and fine, smooth.

Str. *Glenfalloch*, from Singapore:—Strong monsoon and high sea to Paracels, thence fine to port.

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

A Mail will close for:—

Macao—Per *Sui Tai*, 22nd Sept., 1.15 P.M.
Shanghai—Per *Chinhua*, 22nd Sept., 3 P.M.
Swatow Amoy and Foochow—Per *Haiyang*, 23rd Sept., 9 A.M.
Shanghai, Kobe and Moji—Per *G. Apcar*, 23rd Sept., 11 A.M.
Macao—Per *Sui Tai*, 23rd Sept., 1.15 P.M.
Manila—Per *Yuensang*, 23rd Sept., 3 P.M.
Hoihow, Pakhoi and Haiphong—Per *Carl Diederichsen*, 23rd Sept., 5 P.M.
Manila—Per *Rubi*, 24th Sept., 10 A.M.
Saigon—Per *Laertes*, 24th Sept., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Tenyo Maru*, 24th Sept., 11 A.M.
Macao—Per *Sui Tai*, 24th Sept., 1.15 P.M.
Chefoo and Tientsin—Per *Kaichow*, 24th Sept., 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Anhui*, 24th Sept., 6 P.M.
Swatow—Per *Haimun*, 25th Sept., 9 A.M.
Swatow, Amoy and Foochow—Per *Kaiching*, 27th Sept., 9 A.M.
Shanghai, Moji, Kobe, Yokohama Victoria, Vancouver and Seattle—Per *Suveric*, 7th Sept., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Tourane*, 27th Sept., 11 A.M.
Batavia, Cheribon, Samarang and Sourabaya—Per *Tjilatjap*, 27th Sept., 1 P.M.
Manila—Per *Taean*, 27th Sept., 3 P.M.
Swatow, Singapore and Colombo—Per *Kitano Maru*, 27th Sept., 5 P.M.
Nagasaki, Kobe and Yokohama—Per *Nikko Maru*, 28th Sept., 11 A.M.
Swatow, Singapore and Calcutta—Per *Vorwaerts*, 28th Sept., 1 P.M.
Kobe and Yokohama—Per *Tango Maru*, 29th Sept., 4 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 30th Sept., 9 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per [illegible] *Maru*, [illegible]

VESSELS IN PORT.

STEAMERS.

Anghin, Ger. s.s., 1,600, C. Kumpel, 18th Sept. —Bangkok 9th Sept., Rice and Meal.—B. & S.

Carl Diederichsen, Ger. s.s., 774, C. Furgensen, 18th Sept.—Haiphong and Hoihow 17th Sept., Gen.—J. & Co.

Crook, Am. Transport, 4,124, C. S. Williams, 5th Sept.—Manila 3rd Sept.

Fooshing, Br. s.s., 1,425, Tweedie, 15th Sept., —Sourabaya 7th Sept., Gen.—J., M. & Co.

Glenfarg, Br. s.s., 2,055, W. L. Hartnell, 19th Sept.—Labuan 13th Sept., Sugar.—S., T. & Co.

Gregory Apcar, Br. s.s., 2,961, Belson, 19th Sept.—Singapore 14th Sept., Gen.—D. S. Co., Ld.

Hue, Fr. s.s., 742, Paulez, 8th May—Haiphong 5th May Gen.—M. & Co.

Hong Moh, Br. s.s., 2,555, R. Bainbridge, 20th Sept.—Singapore 15th Sept., Gen.—Order.

Kankon Maru, Jap. s.s., T. Takai, 17th Sept., —Moji 11st Sept., Coal.—Ataka & Co.

Manshu Maru, Jap. s.s., 3,104, H. Nino Kuma, 20th Sept.,—from Moji Coal.—T. K. K.

Prometheus, Nor. s.s., 1,014, O. Korneliussen, 15th Sept.,—Manila 12th Sept., Ballast.—B. & S.

Protector, Dan. s.s., 145, Christiansen, 20th Sept.,—Fratas Reef 18th Sept., Ballast.—Bune & Co.

Rajaburi, Ger. s.s., 1,189, H. Bremer, 15th Sept. —Hoihow 14th Sept., Rice.—B. & S.

Rubi, Br. s.s., 1,618, R. Rodger, 20th Sept.—Manila 17th Sept., Hemp and Gen.—S., T. & Co.

Samsen, Ger. s.s., 998, K. Petersen, 18th Sept. —Bangkok 11th Sept., Gen.—B. & S.

Sungkiang, Br. s.s., 988, H. A. Hards, 15th Sept.,—Amoy, Iloilo and Cebu 12th Sept., Gen.—B. & S.

Suveric, Br. s.s., 4,011, F. S. Cowley, 1 th Sept.—Manila P.I. 17th Sept., Hemp.—D. & Co.

Spir, Nor. s.s., 871, Solum, 14th Sept.,—Qwangchow-wan 11th Sept., Salt—Aagaard Thoresen & Co.

Tung Shing, Br. s.s., 1,127, Henery, 20th Sept. —Wakamatsu 15th Sept., Coal.—J., M. & Co.

Tenyo Maru, Jap. s.s., 7,265, W. C. T. S. Filmer 14th Sept.,—San Francisco 16th Aug., Gen.—T. K. K.

Yuensang, Br. s.s., 1,128, Rolfe, 1 th Sept.—Manila 16th Sept., Gen.—J., & M. Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Anjer 8th April, Oil.—Standard Oil & Co.

Steamers Expected.

Vessels	*From*	*Agents*	*Due*
C. Ferd Laeisz	Singapore	H. A. L.	Sept. 22
Aldenham	Manila	E. & A. Co	Sept. 23
Korea	Manila	P. M. Co.	Sept. 24
G. Apcar	Singapore	D. S. & Co.	Sept. 25
Nikko Maru	Thursday I.	N. Y. K.	Sept. 26
Kitano Maru	Japan	N. Y. K.	Sept. 26
Seattle Maru	Tacoma	O. S. K.	Sept. 27
Benalder	Singapore	G. L. & Co.	Sept. 27
Bombay Maru	Bombay	N. Y. K.	Sept. 28
Emp. of Japan	Kobe	C. P. R. Co	Sept. 29
Kutsang	Calcutta	J. M. & Co	Oct. 2
Nippon Maru	San F'cisco	T. K. K.	Oct. 4
Siberia	San F'cisco	P. M. Co.	Oct. 10
China	San F'cisco	P. M. Co.	Oct. 18
Chicago Maru	Tacoma	O. S. K.	Oct. 25

Ships Passed The Canal.

23rd August—*Indrasamha*, *Inveresk*, *Lutzow*. 26th August—*Alcinous*, *Palawan*, *C. Ferd Laeisz*, *Hudson*, *Ernest Simons*, *Kaisow*, *Nippon*, *Sithonia*, *Amiral Exelmans*, *Indradeo*. 29th August—*Benalder*, *Prinz Eitel Friedrich*, *Somali*, *Soyo Maru*, *Wyneric*. 2nd September—*Benledi*, *Brasilia*, *China*, *Kaga Maru*, *Kosmos*, *Kleist*, *Machaon*, *Moyune*, *Oceanien*, *Peshawur*, *Tango Maru*, *Pacifique*. 6th September—*Hyson*, *Theseus*, *Armenia*, *Monmouthshire*. 9th September—*Polynesian*, *Borneo*, *Priam*. 13th September—*Aragonia*, *Astyanax*, *Ghazee*, *Silvia*, *Yorck*. 16th September—*Atsuta Maru*, *Cardiganshire*, *Japan*, *Dumbea*, *Kamo Maru*, *Laertes*, *Perseus*, *Prinz Ludwig*, *Scandia*, *Sikh*, *Wakasa Maru*, *Wraycastle*, *Segovia*. 20th September—*Senegambia*, *Peking*, *Poona*.

Arrivals at Home—23rd August—*Cyclops*. 26th August—*Denbighshire*, *Mishima Maru*, *Kintuck*, *Memnon*, *Westphalia*. 29th August—*Malta*. 30th August—*Lutzow*, *Erzherzog Franz Ferdinand*, *African Prince*. 2nd September—*Ernest Simons*, *Pembrokeshire*, *Kaisow*. 6th September—*Inverclyde*, *Alcinous*, *Kaga Maru*, *Kleist*. 12th September—*Somali*. 13th September—*Hyson*, *Indrasamha*, *Mecklenburg*. 16th September—*Brasilia*, *Machaon*, *Memnon*, *Arabia*, *Sithonia*. 20th September—*Benledi*, *Kosmos*, *Nippon*, *Arabia*, *Indradeo*.

VISITORS AT THE HOTELS.

HONGKONG.

Andrew, J. I.	Lundy, G. D.
Backhouse, J. H.	Macginley, Rt. Rev. J. B.
Bleacker, Mrs. R. V.	
Bowerman, W. E.	Massey, Miss K. A.
Bunner, Mr. W. C.	Marriott, Dr. O.
Carroll, Rev. J. J.	Meines, H. Van
Clary, R.	Merecki, John
Claxton, A. A.	Minor, Mrs. J. G.
Coleman, M. R.	Moulder, A. B.
Dietrich, W. H.	Northcombe, Mr. and Mrs. F. D.
Dorian, J. H.	
Dowsle, W.	Proudman, L.
Ehrenfels, Mr. & Mrs. H. C.	Ray, E. H.
	Robinson, R.
Fisher, H. G.	Rodger, R. K.
Geiringer, Mr.	Solomon, H. H.
Gerck, Rev. D. J.	Spalding, Dr. and Mrs. A. D.
Forsaith, Capt. G. A.	
Goulbourn, V.	Spittles, J.
Hall, Capt. T. P.	Square, Miss A.
Harrison, T. L.	Stott, Mrs. A. C.
Harvey, S. S.	Thayer, A. F.
Heise, A.	Thompson, Mrs. M. L.
Hewett, Hon. Mr and Mrs. E. A.	Trautschold, W. W.
	Walker, A. V.
Hough, Dr. S.	West, H.
Hyde, F. H.	White, Mr. and Mrs. F. R.
Jack, Mrs. C. M.	
Jackson, W.	Whitmarsh, A.
Leigh, Miss A.	Wolf, G.
Lloyd, Mr. G. T.	Wood, G. G.
Logan, W.	

PEAK.

Alabaster, Mr. & Mrs.	Macfarlane, Dr. & Mrs.
Anderson, Col & Mrs.	Martin, Mr.
Aubrey, Dr.	Mass, M. M.
Bates, Mr.	May, Mr.
Bayard, Col.	Merlin, Freiderr and Freifrau von
Bell, Capt. R.A.M.C.	
Bowdler, Mrs.	Midwood, Col. & Mrs.
Brewer, Miss	Neilson, Mr.
Creuneville, Countess and maid.	Page, Miss
	Paulsen, H. R.
Edwards, Mr. and Mrs.	Perkins, Mr. and Mrs. P. L.
Fayrer, Sir Joseph and Lady	
	Perry, Lt. R.A.M.C.
Finch, Capt. and Mrs.	Phelps, H. R.
Frisk, F. A.	Piggott, Sir Francis
Gell, J.	Probyn, R.A.M.C., Major
Greve, H. de	Reltan, Mr.
Guthrie, Capt. & Mrs.	Sinclair, A.
Haseland, F. A.	Stacpole, Lt.-Col.
Highton, Eng.-Comdr.	Sutherland, Mr.
Hind, W. B.	Thomas, Mrs.
Hitchcock, Mr. & Mrs.	Thomson, Rev. & Mrs.
Hockaday, W. T.	Thornhill, Rev.
Hodgins, Mrs.	Topp, J. R.
Hughes, Rev.	Twiss, Capt. and Mrs.
Jack, Miss	Warning, Capt.
Jacks, P.	Wheaton, W.
Kilmaner, P.	White, Mr. and Mrs.
Kobischmidt, Mr. & Mrs	Wilford, F. C.
Koren, E.	Wrigley, Lt. Col. & Mrs.
Lander, Lt. Col.	Wright, Mr. and Mrs.
Lyddon, Capt. & Mrs.	

ORIENTAL HOTEL.

Crew, Mr. and Mrs.	Pringle, W. Jr.
Hamilton, J. A.	Storrie, A.
Hustard, Mr. and Mrs. Emsm, and child	Stukson, F.
	Shostell, F. F.
Johnson, Mr. and Mrs. R. D. and child	Stewart, Capt. & Mrs. A. H. and child
Keyt, Dr. F.	Taylor, R. P.
Lennox, Mr.	(consul General)

ASTOR HOUSE.

Bailey, Ch. P.	Hutcheson, Mrs. M. F.
Balsens, G. D. de	Jarzembowski, Mr. and Mrs.
Bayer, C. J.	
Beckart, A.	Johnson, Mrs. G.
Blonck, Mr. and Mrs. Fr.	Kelvenon, M. R.
	Kenny, R. J.
Burke, E.	MacDonald, Mr. and Mrs. R.
Burns, G. A.	
Ghella, A.	MacWorth, W.
Catherine Wong Hin Miss	Magnes, L. J.
	Miller, A.
Connors, J. J.	Mody, N.
Ellis, L. G.	Nightingale, G. F.
Estes, J. R.	Payne, C. S.
Filer, W. H.	Pailiard, E.
Frazer, Miss M.	Pond, E. H.
Halden, G. R.	Smith, H. L.
Hards, H. A.	Sprinkle, Wm.
Hammond, W. E.	Sullivan, Mr. and Mrs. C. J.
Hammond, N.	
Hedden, H. F.	Tait, E. E.
Hellyar, C.	Teller, C. B.
Halverson, H. R.	Watkins, H.
Herrera, L. C.	Withinshaw, J. D.
Heung Wong Hin	Wong Hin, Mrs.
Holt, H. C.	

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J.	Lammert, Mrs.
	Mohlee, Mr. and Mrs.
Caldwell, Mr. and Mrs. G. A.	Pearce, Mr. and Mrs.
	Smith, Crowther
Chinchen, S. J.	Smith, Miss D.
Geaiter, Rev. & Mrs. J.	Smithson, Miss
Grant-Smith, E.	Sutton, Mr. & Mrs. F.
Jones, Dr. and Mrs. Evan	Walgall, Mrs.
	Wilson, G. L.
Kydd, M Mr. & rs. T. W.	Wood, E. M.

CHINA COAST METEOROLOGICAL REGISTER.

September 20th, 1910, a.m.

		Bar.	Th.	Hu.	Wind	We.
Vladivostock	7 a.m.	29.88	51	76	N	0 b
Nemuro	6 a.m.	29.77	—	—	ENE	2 —
Hakodate	"	29.72	—	—	—	0 —
Tokio	"	29.61	—	—	SSW	3 —
Kochi	"	29.70	—	—	—	0 —
Nagasaki	"	29.80	—	—	NNE	2 —
Kagoshima	"	29.78	—	—	W	1 —
Oshima	"	29.87	—	—	S	1 —
Naha	"	29.91	—	—	SW	1 —
Ishigakijima	"	29.89	—	—	S	2 —
Bonin Is.	"	29.97	—	—	ENE	1 —
Chefoo	6 a.m.	—	—	—	—	—
Weihaiwei	6 a.m.	30.07	73	46	N	6 b
Hankow	6 a.m.	—	—	—	—	—
Kiukiang	"	29.99	71	90	W	3 o
Shanghai	9 a.m.	30.04	72	73	NE	3 o
Gutzlaff	"	30.00	76	73	NNE	4 cv
Sharp Peak	"	29.89	81	—	N	1 o
Amoy	6 a.m.	29.85	81	87	SW	1 c
Swatow	"	29.84	79	91	SE	1 c
Taihoku	5 a.m.	29.87	—	—	—	0 —
Taichu	"	29.90	—	—	—	0 —
Tainan	"	29.90	—	—	—	0 —
Koshun	"	29.90	—	—	E	4 —
Pescadores	"	29.86	—	—	S	4 —
Canton	9 a.m.	29.88	84	79	SSE	1 b
Hongkong	10 a.m.	29.90	84	76	E	1 c
Victoria Peak	"	—	—	—	SE	2 —
Gap Rock	"	29.86	—	—	ESE	3 —
Macao	"	29.92	84	—	NE	1 c
Wuchow	9 a.m.	29.91	83	—	E	1 o
Hoihow	"	—	—	—	—	—
Pakhoi	"	—	—	—	—	—
Phulien	8 a.m.	29.84	77	—	NE	1 lt
Tourane	"	29.83	84	—	—	0 c
C. St. James	"	29.80	81	—	SW	2 c
Aparri	6 a.m.	29.86	77	—	S	2 b
Manila	10 a.m.	29.88	81	85	—	0 o
Legaspi	6 a.m.	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	E	2 o
Iloilo	"	29.87	82	—	—	0 o
Cebu	"	29.87	84	—	S	1 b
Labuan	"	29.80	82	—	—	—

September 21st, 1910, a.m.

		Bar.	Th.	Hu.	Wind	We.
Vladivostock	7 a.m.	30.04	49	89	—	0 b
Nemuro	6 a.m.	29.89	—	—	NW	3 —
Hakodate	"	29.97	—	—	—	0 —
Tokio	"	30.09	—	—	NE	1 —
Kochi	"	30.03	—	—	—	0 —
Nagasaki	"	30.05	—	—	—	0 —
Kagoshima	"	30.00	—	—	NNE	1 —
Oshima	"	30.01	—	—	S	1 —
Naha	"	29.95	—	—	—	0 —
Ishigakijima	"	29.93	—	—	E	1 —
Bonin Is.	"	29.99	—	—	—	0 —
Chefoo	6 a.m.	—	—	—	—	—
Weihaiwei	9 a.m.	30.19	73	52	NNE	3 b
Hankow	6 a.m.	—	—	—	—	—
Kiukiang	"	—	—	—	—	—
Shanghai	9 a.m.	30.17	72	76	ENE	1 od
Gutzlaff	"	30.18	73	67	ENE	5 ov
Sharp Peak	"	29.99	76	86	N	3 o
Amoy	6 a.m.	30.04	80	78	ENE	3 o
Swatow	"	29.87	80	91	E	1 b
Taihoku	5 a.m.	29.93	—	—	—	0 —
Taichu	"	29.93	—	—	—	0 —
Tainan	"	29.93	—	—	—	0 —
Koshun	"	29.91	—	—	E	0 —
Pescadores	"	29.91	—	—	NE	2 —
Canton	9 a.m.	29.90	84	79	SSE	1 c
Hongkong	10 a.m.	29.90	83	82	E	2 c
Victoria Peak	"	—	—	—	E	4 —
Gap Rock	"	29.86	—	—	E	4 —
Macao	"	29.93	85	—	E	1 c
Wuchow	9 a.m.	29.96	79	—	NW	1 c
Hoihow	"	—	—	—	—	—
Pakhoi	"	—	—	—	—	—
Phulien	8 a.m.	29.88	81	—	ENE	3 c
Tourane	"	29.84	83	—	NNW	1 o
C. St. James	"	29.87	79	—	WNW	3 o
Aparri	6 a.m.	29.88	75	—	SW	2 b
Manila	10 a.m.	29.8	84	77	NW	1 o
Legaspi	6 a.m.	29.80	77	—	—	0 —
Bacolod	9 a.m.	—	—	—	WSW	3 c
Iloilo	"	29.83	79	—	N	1 o
Cebu	"	29.88	81	—	S	1 o
Labuan	"	29.88	83	—	—	—

	Sept. 21 at 10 a.m.	Sept. 20 at 4 p.m.
Barometer	29.90	29.81
Temperature	84	83
Humidity	76	76
Rainfall	—	—

HONGKONG TIDE TABLE.

From September 21st to 27th, 1910.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height.
Wed.	21	[illegible]	[illegible]	[illegible]	[illegible]
Thurs	22	[illegible]	[illegible]	[illegible]	[illegible]
Fri.	23	[illegible]	[illegible]	[illegible]	[illegible]
Sat.	24	[illegible]	[illegible]	[illegible]	[illegible]
Sun.	25	[illegible]	[illegible]	[illegible]	[illegible]
Mon.	26	No inferior	high	nor low	water.
Tues.	27	No inferior	high	nor low	water.

m denotes morning, a afternoon.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander A. Lowndes	Shanghai
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain E. B. Kiddle	Colombo
Bramble	river gunboat	710	6	900	Lt.-Comdr. R. G. Washington	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander E. H. Donovan	Shanghai
Cadmus	sloop	1,070	6	1,400	Captain H. L. P. Heard	Hongkong
Cha[illegible]	water tank and tug	390	—	200	Master W. Smith	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Borrett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander G. E. Lloyd Thomas	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Nagasaki
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. J. Guy, V.C.	Wei-hai-wei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander G. G. Heathcote	Wei-hai-wei
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Farquhar	en route Hongkong
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtse
Merlin	surveying ship	1,070	4	1,400	Captain F. C. Learmonth	Borneo
Minotaur *	armoured cruiser 1st class	14,600	14	27,000	Captain Geo. G. Sayley	en route Yokohama
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain L. E. Power, M.V.O.	en route Yokohama
Moorhen	river gunboat	180	2	800	Lieut.-Commander G. F. Leith	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander G. H. Woodward	Yangtse
Otter	torpedo boat destroyer	350	6	6,300	Commander H. Stevenson	Wei-hai-wei
Robin	river gunboat	85	2	240	Lieut.-Commander C. L. Lucas	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander R. J. Southby	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander [illegible]	[illegible]
Taku	torpedo boat destroyer	250	6	6,000	Gunner W. Barlow	Hongkong
Tamar	receiving ship	4,650	6	—	Commander C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. J. Buchanan	Yangtse
Thistle	river gunboat	720	6	900	Lieut.-Comdr. M. R. Baillie Hamilton	Yangtse
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander C. Lloyd-Thomas	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander R. L. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	5,000	Lieut.-Commander G. B. Hartford	Hongkong
Widgeon	river gunboat	185	2	800	Lieut.-Commander M. H. Wilding	Yangtse
Woodcock	river gunboat	150	2	550	Lieut.-Comdr. B. R. Bevan	Yangtse
Woodlark	river gunboat	150	2	500	Lieut.-Commander G. F. A. Mulock	Yangtse

* Flying Flag of Vice-Admiral Sir Alfred L. Winsloe, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 / $15,000,000 / $250,000	$2,019 3 0	£2 for first half year ending 30.6.10 @ ex 2/5¼ = $22.45	5 %	$915 sellers / £87/10 ex div.
National Bank of China, Limited	99,925	£7	£6	£4,009 / $3 0,000	$30,552	$2 (London 2/6) for 1903	...	$78 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 / $354,583 / $102,791	none	$10 for 1908	6 %	$190
North China Insurance Company, Limited	10,000	£15	£5	£185,000 / Tls. 235,000 / Tls. 355,253 / Tls. 146,586	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 / £10,000 / £1 ,948 / £105,249 / $713,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	6 %	$820
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 / $394,405 / $199,264	$9 7,617	$12 for year ending 31.12.08 and interim of $3 on account of 1909	7 %	$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$2,000,000 / $550 345 / 361 168	$4 8,406	$6 and bonus $2 for 1908	7 %	$116 sellers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$486,218	$27 for 1908	8 %	$355
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	57,743	Dr. $3,717	$4% for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 / $100, 89	...	2½ for year ending 30.6.1908	...	$24 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 / $617,500 / 77,765 / 315 491	$20,706	Dividend of $1½ for 30.6.10	8 %	$32
Indo-China Steam Navigation Co., Ld. (Preferred) / Do. Do. (Deferred)	60,000 / 60,000	£5	£5	£138,100	£1 537.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 354	...	$60 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 / £100,000	£192,994	3rd In. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	83/- buyers
"Star" Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$71,850 / $62,681	$1,159	A dividend of 7 % / A bonus of 5 % for yr. ending 30.4. 1910	5 % / 6 %	$23½ sellers / $10 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 / $83,620	Dr. $2,090	$10 per share for 1909	6 %	$155 s. ex div.
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$25 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1. 1	£215,000 / £12,289	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 16
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	none	First year	...	Ps. 10
Raub Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£4 173	none	$½ per share 13th dividend	5 %	$7½ sellers
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10	none	none	Final of Gold $0.65 for 1909 in all G $1.15		32/6
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.06	...	$9½ sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 / $31,093 / $40,000	$264,847	$2½ for 1909	4½ %	$54½ buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,211 / $221,000	$121,765	No dividend paid this year	...	$50 sellers
Shanghai Dock and Engineering Co., Ld.	Tls. 35,700	Tls. 100	Tls. 100	Tls. 1,0 0,000	Tls. 6,361	Final of Tls. 3 making Tls. 6 in all for 1 9/10	6½ %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,357 / Tls. 50,000 / Tls. 145,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,314	Tls. 6 for year ending 29.2.07	5½ %	Tls. 97 sellers
Central Stores, Limited	50,123	$15	$15	$1,000	$24,042	$1.20 on old and 60 cents on first new issue	8 %	$16 buyers
Hongkong Hotel Company, Limited	12,000 / 8,000	$50 / $50	$50 / $25	$44,975 / $10,000	$1,277	$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	$100 / $75
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,9 2	Final $3.5 making $7 for year end. 31.1 .09	7 %	$101 ss. and b.
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	126,045	$5,472	45 cents for 1909	6 %	$7½ s. and sa.
Kowloon Land and Building Company, Limited	6,000	$50	$30	25,850 / none	$269	$2½ for 1909	8½ %	$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045	Tls. 63,069	Interim of Tls. 3 for 1910	6½ %	Tls. 122
West Point Building Company, Limited	12,500	$50	$50	Tls. 50,000 / none	$1,958	Final of $1.80 making in all 3.80 per share for 1909	8½ %	$39 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 20,991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 40,098 / 125,000	$6,555	50 cents for year ending 31.7.08	10 %	$4½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 475,000	Tls. 8,572	Tls. 7½ for year ending 30.9.09	12 %	Tls. 55
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 10.	none	Tls. 4,829	Tls. 6 for 1909	7 %	Tls. 55
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5 0	Tls. 21,272	Tls. 21,272	Tls. 25 for 1909	10 %	Tls. 200
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1908	...	$8 sellers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6 %	$9½ sellers
China Light and Power Company, Limited / Do. Do. Special shares	50,000 / 50,000	$5 / $1	$5 / $1	none	50,242	60 cents for year ended 28.2.06	...	$1.40 sellers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	2,602	60 cents for 1909	9 %	$8 buyers
Dairy Farm Company, Limited	40,000	$7½	$6	$12,000 / $1,000	$1,893	$1.20 for year ending 31.7.09	6½ %	$19
Green Island Cement Company, Limited	400 000	$10	$10	$12,000	$4,890	Final of 40 cents making in all 75 cents per share for 1909	10 %	$4.60 buyers
H. Price & Company, Limited	12000	$10	$10	$5,010	$670	14 per cent. viz. $1.40 for 1909	12 %	$14 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents	6 %	$21 buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $8 for 1910	6 %	$135
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$40,000	$9,176	Final of $1 making in all $2 for 1910	9 %	$21 sellers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 61,924	Tls. 116,682	Interim dividend of Tls. 12½ 25th. March / Tls. 12½ 15th June & Tls. 15.00 15th Sept.	5 %	Tls. 1,200 s.
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$5,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½ %	$13½ sellers
Peak Tramways Company (new)	50,000	$10	$1	none			5 %	$1½ sellers
Philippine Company, Limited	75,000	$10	$10	none	Ps. 18,640	None	...	$16 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,823 / Tls. 100 000	Tls. 5,250	No dividend this year	2 %	Tls. 140
Societe des Pulpes et Papeteries du Tonkin	13,200 / Benefit shares 1,200	50 Haiphong Nominal	25 Currency ...	none / none	none / none	First year / None	... / ...	$29 sellers / $800 H'kong currency
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	...	$25 sellers
Steam Laundry Company, Limited	20,000	$25	$5	none	$127.86	10 % for year ending 31st May 1910	10 %	$5½ sellers
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.09	8 %	$8 buyers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$342	60 cents per ord. share for year ending 31.5.09	5 %	$11½ sellers
Watkins Limited	10,000	$10	$10	none	$1,941	35 cents for 1909	11 %	$3
Watson (A.S.) & Co., Limited	90,000		$10	$100,000 / 25,000	$2,015	3 % for 1909	...	$6½ buyers
William Powell, Limited	15,000	$7		none	$782	None	...	$1½ buyers

Hotels.

VIENNA CAFE COMPANY (1910 LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.
Specially selected Brands of Wines, Spirits, Beers, etc.
An extensive modern Bakery.
A French Chef.

Hongkong, 22nd July, 1910. [499

BELLE VIEW HOTEL,

Telephone No. 907.

The magnificent band of the Royal Engineers will perform at the above Hotel on Wednesday night, the 21st instant, commencing at 7 p.m. to midnight.

All cordially invited.

W. GALLAGHER,
Manager.

Hongkong, 20th September, 1910. [16

Intimations

Denmarks Pride

HEYMANS BUTTER

SIEMSSEN & CO., Sole Agents. 49

NEW SHOP! JUST OPENED!!

DO NOT MISS LOOKING AT OUR WONDERFUL SELECTIONS OF

RARE JEWELS, &c., &c., &c.

MOHIDEEN & CO.

Dealers in

CEYLON PRECIOUS STONES, &c.,

38 & 40, QUEEN'S ROAD CENTRAL.

Hongkong, 23rd May, 1910. [10

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There will be no reduction to Missionary subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908. [1

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes.
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1910. [6

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 36, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. S. Watson & Co. [illegible]

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that LI KWONG LOONG furnished the [illegible] to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

[illegible] May, 1910.

ORDERS punctually attended to, CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, [illegible]

Printed and Published by [illegible] for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, [illegible]